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CORRESPONDENCE

CONCERNING

CLAIMS AGAINST GREAT BRITAIN,

TRANSMITTED TO THE

SENATE OF THE UNITED STATES

IN ANSWER TO THE

RESOLUTIONS OF DECEMBER 4 AND 10, 1867, AND OF MAY 27, 1868.

—
VOLUME II.
—

WASHINGTON:
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1869.



PAPERS

RELATING TO

CLAIMS AGAINST GREAT BRITAIN.

ENFORCEMENT OF NEUTRALITY.

REBEL OPERATIONS FROM CANADA.

No.	From whom and to whom.	Date.	Subject.	Page.
	Mr. Seward to Lord Lyons.	1863. April 15	Incloses copy of Mr. Rankin's telegram relative to conspiracies of insurgents in neighboring British colony of Vancouver's Island.	1
	Lord Lyons to Mr. Seward.	April 16	Has directed British consul at San Francisco to make inquiries in regard to conspiracies of insurgents in British colony of Vancouver.	1
	Do	May 15	Incloses extract from dispatch of British consul in San Francisco in regard to insurgent conspiracies in Vancouver.	2
	Mr. Seward to Lord Lyons.	May 18	Acknowledging receipt of Lord Lyons's note covering telegram from British consul at San Francisco in regard to insurgent conspiracies to fit out privateers at Vancouver.	2
	Lord Lyons to Mr. Seward.	May 21	Incloses telegram from Governor Douglass, of Vancouver, stating that every vigilance will be used to discover and frustrate attempts by enemies of United States to fit out privateers in ports of Vancouver.	3
	Mr. Seward to Lord Lyons.	May 22	Communicates thanks for Governor Douglass's telegram.	3
	Do	1864. Jan. 12	Communicates telegram received from the United States consul general at Montreal relative to supposed gathering of insurgents at Windsor, Canada.	3
	Lord Lyons to Mr. Seward.	Jan. 13	Has transmitted telegram from United States consul general at Montreal in regard to gathering of insurgents at Windsor.	4
602	Mr. Adams to Mr. Seward.	Feb. 19	Incloses his note to Lord Russell, of the 12th instant, in regard to abuses made of the neutrality of British territory by the insurgents in Canada and elsewhere, and Lord Russell's acknowledgment.	4
603	.....do	Feb. 25	Incloses note to Lord Russell covering slip cut from Index, a London journal in insurgent interest, in regard to use of Canadian territory as base for insurgent attempt to rescue confederate prisoners confined on Johnson's Island, and Lord Russell's acknowledgment thereof.	6
	Mr. Seward to Lord Lyons.	Mar. 11	Incloses correspondence with War Department in regard to armed insurgent vessels Montreal and Saratoga, in Canadian waters, and asks investigation.	8
	Lord Lyons to Mr. Seward.	Mar. 24	The Governor General of Canada promises to ascertain accuracy of report respecting insurgent schooners in Canadian waters.	9

IV

ENFORCEMENT OF NEUTRALITY.

REBEL OPERATIONS FROM CANADA—Continued.

No.	From whom and to whom.	Date.	Subject.	Page.
	Mr. Seward to Lord Lyons.	1864. Mar. 29	Requests that thanks of Department may be communicated to Governor General of Canada for attention to case of insurgent schooners in Canadian waters.	9
	Lord Lyons to Mr. Seward.	April 14	Incloses communication from Governor General of Canada respecting information given to United States that two schooners were lying, under suspicious circumstances, in Canadian waters.	9
	Mr. Seward to Lord Lyons.	May 31	Incloses dispatch from Mr. Howard, United States consul at St. John, New Brunswick, relative to passage through that city of unusual numbers of disloyal citizens of United States, en route for Canada, and among them Frost.	11
	Lord Lyons to Mr. Seward.	June 15	Incloses statement from Governor General of Canada in regard to passage of rebels en route for Canada, through St. John, New Brunswick. Precaution promised.	12
	Mr. Seward to Lord Lyons.	June 24	Acknowledges with satisfaction the determination of the Governor General of Canada to prevent infringement of neutrality of Canadian territory by persons hostile to United States.	12
	Do	July 18	Information of the organization in the vicinity of St. John, by Major William Hollins, of an insurgent force, to commit depredations on Maine frontier.	13
	Lord Lyons to Mr. Seward.	July 20	Incloses telegram from government of New Brunswick relative to information of attempts to organize a force near St. John to commit depredations on Maine frontier.	13
	Do	Aug. 4	Her Majesty's government would view with regret, and no little alarm, the termination of the arrangement between Great Britain and United States, limiting naval force on the lakes.	14
	Mr. Seward to Lord Lyons.	Aug. 5	There is no intention to abrogate the accepted limitation of naval force on the lakes.	14
	Do	Aug. 9	Incloses correspondence with War Department in regard to reported hostile projects of insurgents lurking near Windsor, Canada.	15
	Lord Lyons to Mr. Seward.	Aug. 9	Has communicated to Governor General of Canada information concerning project of insurgents now in Canadian territory.	16
	Mr. F. W. Seward to Mr. Burnley.	Sept 26	Announcing necessary temporary increase of naval force of United States on the lakes.	17
	Mr. Burnley to Mr. Seward.	Sept. 28	Acknowledges receipt of announcement of increase of United States naval force on the lakes, and recalls attention to Lord Lyons's note as to views of British government.	17
	Mr. Seward to Mr. Burnley	Oct. 1	Communicates letter of Secretary of Treasury stating that it has been deemed advisable at this juncture to charter propeller Hector for revenue cutter on lakes, but any excess over accepted armament will only be temporary.	17

ENFORCEMENT OF NEUTRALITY.

V

REBEL OPERATIONS FROM CANADA—Continued.

No.	From whom and to whom.	Date.	Subject.	Page.
1120	Mr. Burnley to Mr. Seward.	1864. Oct. 4	Has communicated Mr. Seward's communication, relative to an increase of American naval force on the Canadian lakes, to British government.	18
	Mr. Seward to Mr. Burnley.	Oct. 10	Mr. Adams has been instructed to make explanations to Lord Russell in regard to increase of naval force on the lakes.	18
	Mr. Seward to Mr. Adams.	Oct. 10	Incloses correspondence with Mr. Burnley, and requests that an explanation may be made to Earl Russell in regard to the increase of the naval force of the United States on the lakes.	18
	Mr. Seward to Mr. Burnley.	Oct. 21	President regards with satisfaction the proceedings of Canadian authorities in arresting parties engaged in depredations committed at St. Albans, and that the officers of the two governments are acting in accord.	19
	Mr. Burnley to Mr. Seward.	Oct. 23	Has communicated satisfaction of the President to the Governor General of Canada.	19
	Do	Oct. 23	Incloses telegram from Governor General of Canada, announcing that eleven of the St. Albans marauders in custody would be detained until demand for their extradition should be received.	20
1136	Mr. Seward to Mr. Adams.	Oct. 24	Refers to the case of the Chesapeake. Describes insurgent seizure of the Philo Parsons, and intention of perpetrators to subsequently release prisoners on Johnson's Island; attack on St. Albans; all perpetrated by rebels using Canadian territory as base for their operations. That in view of these events United States are justified in increasing the naval force on the lakes. Requests that Lord Russell may be acquainted with the facts, and protest of United States against permitting contiguous British territory to be occupied by insurgents as base for their expeditions.	20
	Lord Lyons to Mr. Seward.	Oct. 29	Incloses note of Viscount Monck to Mr. Burnley concerning disavowal of General Dix's order to pursue St. Albans marauders into Canada and destroy them.	25
	Mr. Seward to Lord Lyons.	Nov. 3	Acknowledges Viscount Monck's request for explanation, or disavowal of General Dix's order concerning St. Albans marauders. Mr. Seward does not think that the matter which has been submitted by Viscount Monck is sufficient to call for modification of views communicated through Mr. Adams to British government.	27
	Do	Nov. 11	Incloses General Peck's telegram in regard to the Georgiana, suspicious vessel in Canadian waters, and asks that Viscount Monck be notified.	27
	Do	Nov. 11	Incloses Mr. Thurston's dispatch in regard to sale of Georgiana to parties suspected to be insurgent agents. Mr. Kimball's letter upon the same subject is appended.	28

REBEL OPERATIONS FROM CANADA—Continued.

No.	From whom and to whom.	Date.	Subject.	Page.
		1864.		
	Lord Lyons to Mr. Seward.	Nov. 13	Information that propeller Georgiana has been searched, but nothing suspicious was found to warrant detention.	30
	Do.....	Nov. 15	Incloses copies of inquiries made about the Georgiana, by the Canadian collector of customs at Port Colborne, and of a telegraphic circular sent by Canadian finance department to various collectors of customs, at different ports on lakes, in regard to suspicious vessels.	30
1153	Mr. Seward to Mr. Adams.	Nov. 17	Incloses dispatch No. 95 from Mr. Thurston and the reply thereto, relative to proceedings of Canadian authorities in regard to prevention of hostile expeditions from British provinces against United States.	31
	Lord Lyons to Mr. Seward.	Nov. 19	Incloses reply of Viscount Monck to observations of Mr. Seward, touching inaction of Canadian government in regard to the prosecution of insurgent marauders.	33
	Mr. Seward to Lord Lyons.	Nov. 22	Incloses extract from Governor Smith's communication of the 17th instant, relative to the hostile scheme of insurgent agents in Canada against the United States, and requests that the earnest attention of British government may be given to the subject.	35
821	Mr. Adams to Mr. Seward.	Nov. 25	Incloses his note to Lord Russell and its accompaniments in regard to systematic use of British territory in America, both continental and insular, by insurgents as base for hostile operations against United States. In view of the case of the Chesapeake, the Philo Parsons, and the St. Albans, has stated that measures of the British government are not by any means adequate to answer the desired purpose. It is understood that all of these hostile movements are set on foot by Jacob Thompson, insurgent citizen of United States, residing in Canada, and that the United States deems itself at liberty to increase the naval armament on lakes. The purposes of United States are peaceful, but the government is convinced that, practically, the policy of neutrality which England has proclaimed has failed at home and abroad.	36
1164	Mr. Seward to Mr. Adams.	Nov. 29	Requests that representation may be made to Lord Russell in regard to the existence and movements of an organized body of insurgents at Marysburg, Prince Edwards County, Canada.	47
	Mr. Seward to Lord Lyons.	Nov. 29	Inclosing communication from War Department in regard to existence of military organization of insurgent fugitives in Canada.	48
	Lord Lyons to Mr. Seward.	Dec. 5	Incloses note from Viscount Monck, containing assurance that the alleged schemes of insurgents in Canada will receive earnest attention of Canadian government.	48

ENFORCEMENT OF NEUTRALITY.

VII

REBEL OPERATIONS FROM CANADA—Continued.

No.	From whom and to whom.	Date.	Subject.	Page.
		1864.		
1183	Mr. Seward to Mr. Adams.	Dec. 6	Incloses copies of intercepted correspondence supporting the protests Mr. Adams has been instructed to offer to British government against use of their provinces on United States border, as a base for aggression. Copy General Augur's report is also appended.	49
	Mr. Seward to Mr. Burnley.	Dec. 8	Incloses communication from mayor of Buffalo, and its accompaniments, in regard to movements of suspected steamer Georgiana, and to other hostile proceedings reported to be on foot in Canada.	58
	Mr. Burnley to Mr. Seward.	Dec. 12	Has communicated to Governor General of Canada information of alleged existence of military organization in Canada composed of fugitives from United States. Incloses Viscount Monck's reply.	59
1186	Mr. Seward to Mr. Adams.	Dec. 13	Desires that General Dix's communication concerning military organization of insurgents in Canadian territory shall be laid before Lord Russell.	60
1189	.....do.....	Dec. 13	Incloses communication from War Department in relation to alleged manufacture of Greek fire at Windsor, Canada, to be used in attempts to burn certain cities of the United States, and requests that Earl Russell may adopt preventive measures.	61
	Mr. Seward to Mr. Burnley.	Dec. 13	Incloses, for information of the Governor General of Canada, communication from the War Department in regard to manufacture of Greek fire for use in attempts to burn cities of the United States.	63
	Do	Dec. 14	Incloses communication from consul general of United States in Montreal, relative to suspicious vessels now being constructed in Canada; two of them being called the El Almandaris and Pinero, to be employed in purposes hostile to the United States.	63
1190	Mr. Seward to Mr. Adams.	Dec. 14	In view of the release from custody of the St. Albans marauders by the Canadian authorities, the British government should be asked whether they have taken, or propose to take, any measures to prevent a renewal of the invasions of the territory of the United States from border provinces.	64
	Mr. Seward to Mr. Burnley.	Dec. 14	Incloses copy of dispatch to Mr. Adams relative to discharge by Canadian authorities of Samuel Eugene Lackey and others from custody.	65
	Mr. Burnley to Mr. Seward.	Dec. 14	Thanks Mr. Seward for sending copy of dispatch to Mr. Adams.	65
	Do	Dec. 15	Governor General has issued fresh warrants for apprehension of St. Albans men discharged from custody.	65
	Do	Dec. 16	Communicates thanks of Viscount Monck for satisfactory explanation of General Dix's order, and assurance that Canadian government are doing all in their power to remedy mischief done by magistrate's discharge of St. Albans marauders.	66
832	Mr. Adams to Mr. Seward.	Dec. 16	Has transmitted to Lord Russell information contained in General Dix's letter respecting rebel organization at Marysburg, Canada	66

VIII

ENFORCEMENT OF NEUTRALITY.

REBEL OPERATIONS FROM CANADA—Continued.

No.	From whom and to whom.	Date.	Subject.	Page.
		1864.		
	Mr. Burnley to Mr. Seward.	Dec. 17	Communicates Lord Russell's note relative to the intention of United States government to increase their naval armament upon the North American lakes. Lord Russell reviews and justifies policy of Great Britain towards United States.	66
1194	Mr. Seward to Mr. Adams.	Dec. 19	Incloses Mr. Chandler's remarks and resolutions in Senate in regard to action of Canadian authorities in regard to St. Albans raiders, a copy of General Dix's order 97, and modifications thereof, and general instructions in regard to passports. Reviews action of Canadian authorities and its result. Submits reflections thereon which he desires to be brought to the attention of Lord Russell.	71
	Mr. Seward to Mr. Burnley.	Dec. 19	Communicates dispatch addressed to Mr. Adams on subject of certain intercepted correspondence of insurgents residing in Canada.	78
	Mr. Burnley to Mr. Seward.	Dec. 21	Has communicated copies of Mr. Seward's note, and its accompaniments, in regard to intercepted insurgent correspondence, to Viscount Monck and to Lord Russell.	78
	Mr. Seward to Mr. Burnley.	Dec. 21	Incloses dispatch from United States consul at Halifax in regard to insurgent piratical organization of three hundred men for purpose of preying upon commerce of the United States.	78
840	Mr. Adams to Mr. Seward.	Dec. 22	Incloses correspondence with Lord Russell in regard to General Dix's report of hostile movements in Canada near Marysburg.	80
	Mr. Burnley to Mr. Seward.	Dec. 24	Incloses Viscount Monck's reply in the case of the Georgiana, that the Canadian government is fully alive to prevention of plans hostile to United States, and has taken stringent measures to that end.	81
	Do	Dec. 26	Relative to measures adopted by Viscount Monck for prevention of acts hostile to United States.	82
	Do	Dec. 28	Incloses Viscount Monck's promise to cause immediate measures to ascertain truth of allegation concerning manufacture of Greek fire in Canada for purposes hostile to United States.	82
	Do	Dec. 28	Incloses Viscount Monck's promise to cause immediate investigation in cases of El Al-mandaris and Pinero, two vessels building at Montreal.	83
	Mr. Seward to Mr. Burnley.	Dec. 29	Acknowledges friendly spirit and judicious measures of Viscount Monck in case of Georgiana.	83
	Do	Dec. 30	Incloses depositions relative to proceedings of Jacob Thompson, Holcombe, and others, in aiding hostile expeditions against the United States.	84
	Mr. Burnley to Mr. Seward.	Dec. 30	In reference to intercepted insurgent correspondence Viscount Monck states that it might be made ground of an indictment against persons implicated, and that he will do what may be possible to reach parties, if identified, by legal process.	88

ENFORCEMENT OF NEUTRALITY.

IX

REBEL OPERATIONS FROM CANADA—Continued.

No.	From whom and to whom.	Date.	Subject.	Page.
846	Mr. Adams to Mr. Seward.	1864. Dec. 30	Interview with Lord Russell in regard to the insurgent invasions from Canada, and to operations in Canada hostile to United States. In regard to insurgents in Canada Lord Russell says that if they were carrying out instructions from rebel authorities at Richmond, they could be proceeded against in the courts as guilty of offense against peace of the kingdom. Effect of General Dix's order upon public sentiment in England.	88
	Mr. Burnley to Mr. Seward.	Dec. 31	Incloses Viscount Monck's letter in regard to alleged insurgent military organization in Canada. No traces of such organization can be found.	90
	Do	Dec. 31	Incloses general order issued by Governor General of Canada in regard to stationing troops along the frontier line between the United States and Canada.	91
	Do	Dec. 31	Incloses Viscount Monck's dispatch showing the measures adopted to obtain evidence of reported manufacture of Greek fire in Canada to be used in burning cities in the United States.	93
	Mr. Seward to Mr. Burnley.	Dec. 31	Acknowledges suggestions of Viscount Monck in regard to detention and punishment of persons who have been plotting on Canadian soil against the United States.	94
	Do	1865. Jan. 3	Acknowledges receipt of the general order of Viscount Monck in regard to establishment of military defense of frontier.	94
	Mr. Burnley to Mr. Seward.	Jan. 3	Viscount Monck's reply in regard to alleged insurgent organization formed in Halifax for seizing United States ships on the lakes situated between United States and Canada.	95
	Do	Jan. 3	Incloses Mr. Cardwell's instruction to Viscount Monck to be guided by the decision of the proper legal authorities in Canada whether the persons in custody ought or ought not to be delivered up under the treaty of extradition. If decision is against surrender, Viscount Monck's legal advisers should ascertain whether these persons may not properly be put upon their trial on charge of misprision and violation of royal prerogative by levying war from British dominions.	96
	Mr. F. W. Seward to Mr. Burnley.	Jan. 4	Expressing gratification with purpose of British authorities to ascertain existence of alleged military organization in Canada of fugitive insurgents.	97
	Do	Jan. 4	Acknowledges information that Viscount Monck will cause an investigation into supposed employment of two vessels building at Montreal for purposes hostile to United States.	97
850	Mr. Adams to Mr. Seward.	Jan. 5	Incloses communication from Lord Russell to Mr. Burnley in regard to conversation between himself and Lord Russell upon insurgent plots in Canada and the duty of	97

REBEL OPERATIONS FROM CANADA—Continued.

No.	From whom and to whom.	Date.	Subject.	Page.
		1865.	Great Britain to prevent their execution; also a copy of a note to Earl Russell upon same subject. General disapprobation of the action of Judge Coursol in discharging insurgent raiders from custody. Effect of the President's revocation of offensive part of General Dix's order.	
	Mr. Seward to Mr. Burnley.	Jan. 10	Promising attentive consideration of Earl Russell's suggestion in regard to termination of existing arrangement concerning naval force on lakes.	101
1237	Mr. Seward to Mr. Adams.	Jan. 16	Reviews state of public sentiment concerning insurgent outrages upon Canadian border, unsatisfactory proceedings in prosecution of insurgent offenders in Canada, and inefficiency of British law and policy to prevent violation of neutrality. Though English authorities suggest absolute right of reprisal, United States rely only upon lawful measures of defense. Congress is considering the expediency of putting an end to arrangement for extradition of fugitives from justice. Telegram from United States Consul, Montreal, announces adjournment of proceedings against St. Albans felons for thirty days.	101
	Mr. Seward to Mr. Burnley.	Jan. 19	Incloses a copy of his instructions, No. 1237, to Mr. Adams.	103
	Do.....	Jan. 21	Has received information that enemies of the United States, lurking in Canada, are preparing to make formidable incursion into territory of United States while Lake Champlain is frozen over.	103
	Mr. Burnley to Mr. Seward.	Jan. 26	Incloses speech of Governor General of Canada, at opening of session of Canadian Parliament, asking unusual powers for purpose of preventing the employment of Canadian territory as a base for insurgent operations.	104
1247	Mr. Seward to Mr. Adams.	Jan. 26	Proceedings recently taken by Great Britain in relation to Canadian outrages seem just and fair. Provincial authorities have begun to act with energy in the spirit of the instructions of the home government.	105
	Mr. Burnley to Mr. Seward.	Jan. 31	Incloses report of British attorney general for Canada East in regard to the character and destination of suspicious vessels, El Almandaris and Pinero, building at Montreal.	105
867	Mr. Adams to Mr. Seward.	Feb. 2	Lord Russell's view of agitation in Washington for repeal of reciprocity treaty, passport regulations, and other arrangements on frontier. Lord Russell intimates that if any of these measures repressed tendency to active sympathy with insurgents among colonists, to that extent they would do no harm.	108
	Mr. Burnley to Mr. Seward.	Feb. 6	Incloses dispatch from lieutenant governor of Nova Scotia, stating that he has failed to discover any adequate grounds for the supposition that there existed a piratical organization in Halifax, of two hundred	108

ENFORCEMENT OF NEUTRALITY.

XI

REBEL OPERATIONS FROM CANADA—Continued.

No.	From whom and to whom.	Date.	Subject.	Page.
		1865.	persons, for seizing United States vessels on Canadian lakes and elsewhere.	
	Mr. Burnley to Mr. Seward.	Feb. 7	Incloses Viscount Monck's assurance that the government of Canada will use every exertion to defeat hostile incursions upon towns of Burlington and Whitehall, in United States.	109
	Mr. Seward to Mr. Burnley.	Feb. 7	Incloses information received from United States consul at Halifax in regard to contemplation of another raid from Canada into United States.	109
1269	Mr. Seward to Mr. Adams.	Feb. 13	Incloses joint resolution of Congress relative to the notice to terminate the treaty of 1817, regulating naval force on the lakes.	110
	Earl Russell to Mr. Burnley.	Feb. 15	Interview with Mr. Adams in regard to difficulties attending prevention of departure of insurgent cruisers from British ports. Has requested Mr. Seward, through Mr. Adams, to convey his letter upon improper employment of British territory by confederate agents, to insurgent authorities at Richmond.	111
879	Mr. Adams to Mr. Seward.	Feb. 16	Interview with Lord Russell, in which he is made acquainted with contents of a letter addressed to rebel commissioners at Paris, requesting the insurgent authorities at Richmond to restrain their agents from using British territory as base for their operations. Incloses copy of Lord Russell's note inviting him to call, and the letter addressed to Messrs. Mason, Slidell, and Mann, rebel commissioners.	112
	Mr. Seward to Mr. Burnley.	Feb. 17	Incloses telegram from United States consul at Halifax stating that Oswego will probably be one of the points of attack by rebel raiders from Canada, and that Rochester is threatened.	114
	Do	Feb. 19	Incloses dispatch from United States consul at Toronto in regard to suspicious transfer of steamer Georgiana.	114
1274	Mr. Seward to Mr. Adams.	Feb. 21	Sentiment in England in favor of sustaining insurgents and thus preventing aggression upon British provinces by United States. Continued employment of English ports by insurgents obliges United States to adopt more direct and vigorous measures of resistance to hostile British subjects. It is not true that the United States will make hostility to Great Britain a condition of reconciliation with the insurgents and an occasion for aggression. The British government, by its toleration of hostilities of its subjects, makes it doubtful whether Great Britain is or is not actually intervening in favor of the insurgents.	115
	Mr. Seward to Mr. Burnley.	Feb. 23	Incloses dispatch from United States consul at Halifax in regard to movements of insurgent agents in Canada.	117
884	Mr. Adams to Mr. Seward.	Feb. 23	The bearing of the rebel programme in Canada upon the notices of the United States for the termination of reciprocity treaty, and the termination of agreement concern-	118

ENFORCEMENT OF NEUTRALITY.

REBEL OPERATIONS FROM CANADA—Continued.

No.	From whom and to whom.	Date.	Subject.	Page.
		1865.		
1262	Mr. Seward to Mr. Adams.	Mar. 1	ing the armament upon the lakes. Conversation with Lord Russell upon subject. The adjournment of the case of the St. Albans raiders for eight days, by Judge Smith, renders it impossible for United States to modify restrictive measures in regard to Canada.	119
	Mr. Burnley to Mr. Seward.	Mar. 7	Incloses Viscount Monck's dispatch relative to the sale of the steamers El Almandaris and Pinero; the first to citizen of Havana, Cuba, and the second to citizen of Canada.	119
	Do	Mar. 7	Incloses letter from Viscount Monck in regard to transfer of steamer Georgiana to Mr. Denison, of Toronto, Canada.	121
1289	Mr. Seward to Mr. Adams.	Mar. 8	Announcing that, in view of measures adopted by British government to prevent the use of Canadian territory by the insurgents, United States have concluded that convention of 1817 may continue practically in force.	121
1294	Do	Mar. 9	In view of the friendly proceedings of the British government, the President has directed that the passport regulations of the 17th of December be rescinded.	122
	Mr. Burnley to Mr. Seward.	Mar. 9	The governor of Nova Scotia has requested the United States consul at Halifax to give him at once the earliest intelligence of any expected raid into the United States.	123
1296	Mr. Seward to Mr. Adams.	Mar. 10	In regard to the apprehension which prevails in British political circles that the close of our civil strife will be improved by this government to inaugurate a war with Great Britain, in which war Canada will be the objective point. Conversation with Mr. Burnley in regard to reasons for conclusion of reciprocity treaty.	124
	Mr. Burnley to Mr. Seward.	Mar. 11	Incloses Viscount Monck's reply in regard to alleged plans of persons residing in Canada for making hostile incursions into the United States.	125
	Mr. Seward to Mr. Burnley.	Mar. 14	In regard to establishment of communication between the United States consul in Halifax and the governor of Nova Scotia. Though there is no necessity for legislative action in Nova Scotia to prevent hostile raids into United States, yet Halifax is a naval station for blockade runners and a depot of supplies for insurgents.	126
908	Mr. Adams to Mr. Seward.	Mar. 24	Tone of debate in Parliament indicates earnest professions of a belief that the friendly relations between the two countries are firmly established. Incloses debate.	127
	Mr. Burnley to Mr. Seward.	April 3	Announcing that, as Canadian raiders could not be surrendered, they had been discharged.	128
	Do	April 7	Incloses dispatch from Lieutenant-Governor Macdonnell, in regard to alleged support given to so-called confederate cruisers, by inhabitants of Nova Scotia.	128

ENFORCEMENT OF NEUTRALITY.

XIII

CASE OF THE VESUVIUS.

No.	From whom and to whom.	Date.	Subject.	Page.
	Sir F. Bruce to Mr. Seward.	1865. Nov. 3	Asks explanations of construction of armed vessels in United States, for service on the North American lakes.	130
	Mr. Seward to Sir F. Bruce.	Nov. 4	Vessels in the course of construction are intended for revenue purposes, and armament will not exceed limit stipulated in convention of 1817.	130
	Sir F. Bruce to Mr. Seward.	1866. July 13	Great Britain has found, in the case of the Fenians, that the government of United States has acted with vigor, promptness, and sincerity, which call forth warmest acknowledgments of British government.	130

CASE OF THE VESUVIUS.

462	Mr. Seward to Mr. Adams.	1863. Jan. 30	Mr. James Spence, an insurgent agent in England, desires to make an arrangement by which gold, the property of insurgent government, shall be conveyed from blockaded insurgent ports, in British ships of war, to England. Incloses an extract from Bahama newspaper in regard to British vessel so employed.	131
328	Mr. Adams to Mr. Seward.	Feb. 19	Incloses note to Lord Russell in regard to the employment of the British steamer Vesuvius, in conveying insurgent gold from blockaded ports to Havana, for delivery to insurgent agents.	132
338	.....do.....	Feb. 27	Incloses Lord Russell's admission that Vesuvius brought the money, as charged, and that Acting Consul Magee had been dismissed from service for permitting its shipment at Mobile.	134
	Lord Lyons to Mr. Seward.	Mar. 1	Informing Mr. Seward that, in view of the departure from duty in permitting the shipment of insurgent gold upon the Vesuvius, Mr. Magee had been dismissed from the consular service.	135
	Mr. Seward to Lord Lyons.	Mar. 2	Expresses satisfaction of President with just vindication by British government, of its authority and honor in case of Vesuvius.	135
	Lord Lyons to Mr. Seward.	Mar. 3	Has communicated Mr. Seward's note, concerning dismissal of Mr. Magee from British consular service, to Lord Russell.	136
343	Mr. Adams to Mr. Seward.	Mar. 6	Incloses his acknowledgment of Lord Russell's note in regard to dismissal of Mr. Magee.	136

MR. MALLORY'S REPORT.

No.	From whom and to whom.	Date.	Subject.	Page.
789	Mr. Seward to Mr. Adams.	1863. Dec. 20	Requesting that the inclosed copy of S. R. Mallory's report, as insurgent secretary of navy, be laid before Lord Russell, as evidence sufficient to remove all doubt lingering over objects of builders of the steam rams recently detained in British ports. The effect of this document upon public sentiment in United States, and necessity for action on part of Great Britain to remove causes of growing ill feeling between the two countries.	137
	Lord Lyons to Earl Russell.	Dec. 24	Incloses newspaper extracts from reports of insurgent secretaries of treasury and navy, and states that he has sent similar extracts to Governor General of Canada.	139
	Do.....	Dec. 31	Incloses what purports to be complete copy of report of secretary of insurgent navy.	139
798	Mr. Seward to Mr. Adams.	1864. Jan. 4	Incloses complete copy of pretended report of insurgent secretary of the navy, with directions to use the document in the manner best calculated to undeceive the British government, as to the schemes and acts of rebels.	140
567	Mr. Adams to Mr. Seward.	Jan. 8	Will present extracts from report of rebel secretary of the navy to Lord Russell. British sentiment concerning the outrageous plots of rebels.	143
574	.....do.....	Jan. 14	Suspicion as to genuineness of the pretended report of the rebel secretary of the navy, induce Mr. Adams to delay transmission of complete copy to Lord Russell, until receipt of further news from America.	144
579	.....do.....	Jan. 21	As no doubt seems to be entertained by Mr. Seward of genuineness of report attributed to Mr. Mallory, insurgent secretary of the navy, a complete copy has been sent to Lord Russell. Incloses his note to Lord Russell upon the subject.	144
586	.....do.....	Jan. 28	Incloses Lord Russell's acknowledgment of Mr. Adams' note in regard to pretended report of Mr. Mallory, insurgent secretary of the navy.	147
824	Mr. Seward to Mr. Adams.	Feb. 1	Nothing has occurred to raise a doubt as to authenticity of the report of S. R. Mallory.	147
596	Mr. Adams to Mr. Seward.	Feb. 12	Lord Russell's reply to Mr. Adams in regard to the representations contained in the pretended report of S. R. Mallory. The genuineness of the report is denied by Lieutenant Maury. Movements of insurgent vessels of war in British waters.	148
861	Mr. Seward to Mr. Adams.	Mar. 3	The United States are acquainted with Mr. Maury's denial of the authenticity of Mr. Mallory's report, but that is not deemed sufficient to discredit its publication. It is regretted that British government still regards it necessary to consider the rebels entitled to belligerent rights.	149
883do.....	Mar. 21	Has discovered that Mr. Beach, of the New York Sun, wrote the pretended report of	150

ENFORCEMENT OF NEUTRALITY.

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CASE OF THE AMPHION—THE HAWK.

No.	From whom and to whom.	Date.	Subject.	Page.
640	Mr. Adams to Mr. Seward.	1864. April 7	S. R. Mallory, insurgent secretary of the navy. Has communicated information of spurious character of Mallory's report to Lord Russell, but is convinced that statements contained therein are in most instances authentic. Incloses his communication to Lord Russell upon the subject, and the debate in Parliament.	150

CASE OF THE AMPHION.

628	Mr. Adams to Mr. Seward.	1864. Mar. 23	Incloses correspondence with Lord Russell in regard to the supposed outfit of the war steamer Amphion, sold by the British government.	152
635	..... do	April 1	Incloses Lord Russell's note, stating that there is nothing to show that the Amphion is being actively fitted out for sea, or that a violation of the foreign enlistment act is contemplated.	153
904	Mr. Seward to Mr. Adams.	April 7	Approval of proceedings in case of Amphion, and satisfaction with Lord Russell's frank reply.	154
645	Mr. Adams to Mr. Seward.	April 8	Incloses Lord Russell's report of result of further investigation into character and purposes of Amphion, but there is no evidence to show that any violation of foreign enlistment act is contemplated. The Amphion has left the port, and is probably destined for employment in the Danish service.	154
918	Mr. Seward to Mr. Adams.	April 23	Approving proceedings of Mr. Adams, and hoping that the apprehensions entertained in regard to the Amphion may prove groundless, as Lord Russell authorizes United States to suppose.	155

CASE OF THE HAWK.

666	Mr. Adams to Mr. Seward.	1864. April 22	Incloses correspondence with Lord Russell in regard to a steam vessel fitting out at Renfrew, on the Clyde. She is called the Hawk, and there is suspicion that she is intended to carry on hostilities against commerce of United States.	155
729	..... do	June 23	Further correspondence with Lord Russell in regard to the character and purposes of the Hawk. Description of her construction and equipment.	157
738 do	July 7	Incloses note of Lord Russell relative to departure of steamer Hawk, laden with iron and steel bars and merchandise of apparently innocent character. Her construction, upon examination, did not justify sus-	161

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ENFORCEMENT OF NEUTRALITY.

CASES OF THE AJAX AND THE HERCULES—THE VIRGINIA.

No.	From whom and to whom.	Date.	Subject.	Page.
879	Mr. Adams to Mr. Seward.	1864. Feb. 16	<p>picion that she was intended for war vessel.</p> <p>Incloses correspondence with Lord Russell on the subjects of outfits of vessels for account of rebels. The Hawk, the City of Richmond, and the Rattlesnake, are described as suspicious vessels. The shipment of persons from London for employment in insurgent service is discussed.</p>	161

CASES OF THE AJAX AND THE HERCULES.

879	Mr. Adams to Mr. Seward.	1865. Feb. 16	<p>Incloses correspondence with Lord Russell in regard to outfits of vessels for account of rebels. Mr. Dudley's statement in reference to the construction of a vessel called the Hercules, at Dumbarton, for purpose of carrying on war against United States. Testimony is submitted showing character of crew of Ajax, a vessel having similar purpose. Enlistment of British crews to man rebel privateers, in cases of Alabama and Ajax.</p>	166
1338	Mr. Seward to Mr. Adams.	April 5	<p>Incloses correspondence with Mr. Burnley, in regard to the prompt exercise of precaution to prevent violation of British neutrality in the island of Bermuda, by the rebel privateer Ajax. Lieutenant-governor of Bermuda assures United States that every vigilance will be used to prevent and punish a breach of law should it be attempted or take place.</p>	173

CASE OF THE VIRGINIA.

879	Mr. Adams to Mr. Seward.	1865. Feb. 16	<p>Incloses correspondence with Lord Russell in regard to outfits of vessels for account of rebels. Mr. Morse's description of outfit and character of the Virginia and the Louisa Ann Fanny accompanies the communication.</p>	174
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EQUIPMENT OF THE STONEWALL.

873	Mr. Adams to Mr. Seward.	1865. Feb. 9	<p>Transfer of the armament of the City of Richmond to the Olinde iron-clad steamer, escaped from Nantes. Her appearance in harbor of Corunna under name of Stonewall. Her origin and history. Unseaworthy character will prevent her reaching America in any shape to do injury.</p>	176
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ENFORCEMENT OF NEUTRALITY.

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EQUIPMENT OF THE STONEWALL—Continued.

No.	From whom and to whom.	Date.	Subject.	Page.
1280	Mr. Seward to Mr. Adams.	1865. Feb. 28	Incloses Mr. Dudley's dispatch in regard to City of Richmond, alleged to have carried out and transferred to Stonewall its armament, supplies, and crew, and also to the movements of the steamer Laurel, alias the Confederate States.	177
1302	..... do	Mar. 13	Review of the circumstances attending the cruise of the Stonewall from port to port on the European coast, which assure the United States of her powerless character. Is satisfied that proceedings of maritime governments, in regard to her reception, were adopted in a spirit of friendship for United States.	179
1315	..... do	Mar. 21	In regard to Mr. Kirkpatrick's report, concerning the armament of the Stonewall by the City of Richmond, the arrival of the last mentioned vessel at Nassau, and the disclosure of the purpose of the Stonewall to destroy Portsmouth, New Hampshire. Requests that the participation of the City of Richmond in the armament of the Stonewall may be made known to British government.	180
1317	..... do	Mar. 22	Transmits dispatch from United States consul, at Bermuda, in regard to the presence there of some of the crew of the Florida, and other men under the charge of a rebel agent, waiting to ship on rebel vessels; also further information as to transfer from steamer City of Richmond of men, arms, and ammunition, to the Stonewall.	181
909	Mr. Adams to Mr. Seward.	Mar. 29	Incloses Mr. Harvey's telegram in regard to the order of Portuguese government, prohibiting Stonewall to remain in Lisbon harbor.	182
912	..... do	Mar. 30	In regard to movements of Stonewall.	182
927	..... do	April 13	Incloses note to Lord Russell in regard to the injuries impending from the part taken by the City of Richmond in arming the Stonewall.	183
932	..... do	April 20	Incloses dispatch from Mr. Dabney in regard to appearance of Stonewall, at Teneriffe, where she remained twenty-four hours and took in one hundred and thirty tons of coal. Description of her armament and crew.	183
1398	Mr. Hunter to Mr. Adams.	May 8	Incloses correspondence concerning testimony elicited from Ernest W. Pratt and Robert Green, two of the crew of the City of Richmond, regarding transaction in conveying men and munitions to Stonewall.	184
952	Mr. Adams to Mr. Hunter.	May 11	Incloses Lord Russell's note in regard to the outfit of vessels in British ports for employment in insurgent service in violation of Queen's neutrality. Statement of Mr. Adams in regard to participation of City of Richmond in conveying armament to Stonewall, and other matters pertinent to general subject, are recapitulated. Mr. Adams refers to probable discussion of subject in Parliament. Is preparing reply to Lord Russell's note.	186

CASE OF THE PAMPERO.

No.	From whom and to whom.	Date.	Subject.	Page.
	Mr. Hunter to Sir F. Bruce.	1865. May 13	The anchorage of the Stonewall near Nassau, and the refusal of the British authorities to restore United States schooner, captured in Chesapeake Bay, induces the President to assume that the time has now arrived when the United States must expect foreign powers no longer to extend countenance and protection to those plunderers and burners of vessels of the United States.	188
	Sir F. Bruce to Mr. Hunter.	May 20	Doubts the authority of governors of British colonies to act in questions of international rights where they are under positive instructions from imperial government; does not doubt the neighborly spirit of Governor Rawson, and has transmitted to him the note protesting against reception of vessels flying flag of the insurgents.	188
1456	Mr. Hunter to Mr. Adams.	June 21	Incloses note from Sir Frederick Bruce, containing deposition of six of the crew of the City of Richmond, in support of a statement made by Pratt and Green, in regard to the complicity of the City of Richmond in the armament of the Stonewall.	189
1017	Mr. Adams to Mr. Seward.	July 20	Incloses Consul Morse's dispatch, covering five depositions, showing part taken by the steamer City of Richmond in supplying Stonewall with equipment and crew.	191
1501	Mr. Hunter to Mr. Adams.	Aug. 5	Acknowledgment of the depositions obtained by Consul Morse in the case of the City of Richmond.	200

CASE OF THE PAMPERO.

130	Mr. Dudley to Mr. Seward.	1862. Sept. 12	In regard to the construction of vessels near Glasgow, supposed to be intended for the insurgent service.	201
154	.....do	Nov. 4	Has addressed letters to consuls in several European countries, in regard to construction of iron-clad by George and James Thompson, near Glasgow, and inquiring whether the governments from which they had received their exequaturs, were interested in the vessel.	202
357	Mr. Adams to Mr. Seward.	1863. Mar. 27	Incloses correspondence with Lord Russell, respecting certain operations of the rebels in fitting out an armed vessel at Glasgow.	202
493	.....do	Sept. 10	Formidable steam-vessel on stocks at Glasgow, constructing for rebels. Mr. Dudley reports five other smaller ones building there for same purpose.	204
165	Mr. Dudley to Mr. Seward.	Oct. 13	Description of the vessel building at Glasgow, known as the Canton.	204
525	Mr. Adams to Mr. Seward.	Oct. 23	Incloses correspondence with Lord Russell in regard to the Canton, building at Glasgow, for the rebels.	205

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CASE OF THE PAMPERO—Continued.

No.	From whom and to whom.	Date.	Subject.	Page.
172	Mr. Dudley to Mr. Seward.	1863. Oct. 29	Description of the Canton; visit of the British customs officers to inspect the vessel, and probable character of their report. Evidences of her warlike purpose.	207
181	.....do.....	Nov. 12	Application to the collector at Glasgow to prevent sailing of the Pampero, late Canton, under the Foreign Enlistment Act. Peculiarities of her construction and dangerous character.	209
539	Mr. Adams to Mr. Seward.	Nov. 19	Incloses note to Lord Russell transmitting depositions procured by Mr. Underwood touching outfit of the steamer Pampero, alias Canton.	209
186	Mr. Dudley to Mr. Seward.	Nov. 24	British government have instructed one of their officials at Glasgow to inquire into construction of Pampero. Detention of vessel pending result of investigation. Suspicious circumstances attending launch and outfit of the steamer.	217
552	Mr. Adams to Mr. Seward.	Dec. 10	Earl Russell says that law officers of the Crown had come to the conclusion to sustain proceedings against the vessel called the Pampero, at Glasgow.	218
556	.....do.....	Dec. 11	Incloses note to Lord Russell transmitting depositions from Mr. Underwood, the United States consul at Glasgow, in the case of the Pampero. Lord Russell's acknowledgment is also appended.	218
565	.....do.....	1864. Jan. 1	Incloses note to Lord Russell in regard to the arrival from the United States of seamen and officers who propose to run the Pampero out of Glasgow and employ her in insurgent service. Lord Russell's acknowledgment is also appended.	223
803	Mr. Seward to Mr. Adams.	Jan. 6	Acknowledging dispatches concerning the Pampero, and receipt of telegram announcing the detention of the Pampero by the British government.	224
585	Mr. Adams to Mr. Seward.	Jan. 28	The trial of the case of the Pampero will come on in the British courts in about a month. The iron-clad ram, building in the same yard at Glasgow, has been purchased by the Danish government.	224
628	.....do.....	Mar. 23	Progress of the proceedings in Pampero case in the Scotch courts. Probable difference of opinion among the law lords in the appealed case respecting the Alexandra. Slip from Morning Star in regard to the Alexandra case.	225
905	Mr. Seward to Mr. Adams.	April 7	The just opinions so clearly expressed by the Scotch court in the Pampero case augment the regret that United States feels that the cause of international peace and harmony has suffered so deeply from the want of equal clearness and decision in the proceedings of the courts of London in the Alexandra case.	227
641	Mr. Adams to Mr. Seward.	April 7	Admission of the builders of the Pampero that it had been built for rebels. The builders are ready to give bonds that the Pampero, if released, will not go into rebel	228

CASES OF THE PHANTOM AND THE SOUTHERNER.

No.	From whom and to whom.	Date.	Subject.	Page.
259	Mr. Dudley to Mr. Seward.	1864. April 12	hands. Mr. Adams infers that this arrangement has been carried out. Incloses Scotsman. Describes the arrangement by which the Pampero is to be prevented from entering the insurgent service, and its effect to release all the money in her belonging to the insurgents, which will enable the rebels to invest it in some other vessel. •	229

CASES OF THE PHANTOM AND THE SOUTHERNER.

362	Mr. Adams to Mr. Seward.	1863. April 3	Correspondence between Earl Russell, Mr. Adams, and Mr. Dudley in relation to the improper outfit and movements of two steamers, the Phantom and the Southerner.	229
370	.....do	April 9	Incloses copies of three notes which have passed between Lord Russell and himself in relation to the Phantom and Southerner. Lord Russell promises that strict watch will be kept as regards both vessels.	232
77	Mr. Dudley to Mr. Seward.	May 15	Incloses his own affidavit as to the suspicious circumstances attending the construction of the Phantom. The Milly, built at Preston, is also regarded as a suspicious vessel.	233
88	.....do	June 3	The steamer Phantom has taken in quinine and is said to have guns concealed in her hold. Nassau, it is supposed, will be her first destination.	234
425	Mr. Adams to Mr. Seward.	June 5	Incloses notes which transmit to Lord Russell affidavits showing the character and purposes of the steamer Phantom. Lord Russell's acknowledgments thereof and assurances relative to the obstacles to the reception by the Phantom of an armament.	235
89	Mr. Dudley to Mr. Seward.	June 10	Shipment and contract of the crew for the Phantom. She has received on board eight large cases, supposed to contain shot.	243
90	.....do	June 12	Previous to the sailing of the Phantom for Nassau, en route to Charleston, a register for her was taken out at Liverpool customs in the name of William Thompson Mann.	244
178	.....do	1862. Dec. 12	In regard to the construction and iron-plating of a suspicious vessel building at Stockton.	244
48	.....do	1863. Mar. 13	The vessel building at Stockton has been launched and named the Southerner.	244
66	.....do	April 22	Incloses affidavits in the case of steamer Southerner, building at Stockton, showing that vessel to be building for Frazer, Trenholm & Co., and under the superintendence of Captain Butcher.	245
88	.....do	June 3	Incloses letter describing construction of steamer Southerner.	246
425	Mr. Adams to Mr. Seward.	June 5	Incloses affidavits and correspondence with Lord Russell in regard to the purposes of	248

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CASE OF THE ALEXANDRA.

No.	From whom and to whom.	Date.	Subject.	Page.
		1863.		
89	Mr. Dudley to Mr. Seward.	June 10	the suspicious steamer Southerner, building at Stockton on Tees. As to the information obtained by one of Mr. Dudley's men in regard to the fittings and appearance of the Southerner.	253
432	Mr. Adams to Mr. Seward.	June 18	Incloses reply of Lord Russell to Mr. Adams's communication covering depositions of Langley and Blakiston in regard to the Southerner. The law advisers of the Crown are of the opinion that the evidence supplied by the statements is insufficient. Promises that British government will endeavor to prevent her equipment contrary to law.	253
449	.....do.....	July 10	Incloses letter from Commodore Thatcher in regard to the preparation of the Southerner to cruise against the American commerce in the Mediterranean. Reasons for the presence of another United States vessel of large size in European waters. Lord Russell states that the admiralty surveyor, upon fully examining the Southerner, reports that nothing is found to warrant supposition that that vessel was intended for belligerent purposes.	254
127	Mr. Dudley to Mr. Seward.	Aug. 7	Southerner cleared on the evening of the 6th under command of M. J. Butcher.	256
357	Mr. Dayton to Mr. Seward.	Oct. 6	Mr. Kingsbury's, United States consul, account of the appearance of the Southerner at Algiers, laden with cotton and flying the English flag, sailing under an English register and commanded by Captain Butcher.	257

CASE OF THE ALEXANDRA.

46	Mr. Dudley to Mr. Seward.	1863. Mar. 11	Launch by Willam C. Miller & Son of a gunboat building for the confederates. Character of the vessel. Has retained counsel to prevent vessel from sailing. The operation of the policy of the British government will render it difficult to procure evidence sufficient to detain the ship.	258
50	.....do.....	Mar. 20	Prosecution of a design to prevent sailing of the Alexandra. Incloses Mr. Lush's opinion of the case.	258
362	Mr. Adams to Mr. Seward.	April 3	Transmits copies of notes to Lord Russell, and accompanying affidavits, in regard to the equipment of the steamer Alexandra in British waters with a view to her employment as a privateer in confederate service.	260
366	.....do.....	April 7	Announces seizure of the Alexandra by British authorities. It is safe to infer from this fact that British government is disposed to maintain its neutrality.	268
			Newspaper announcement of seizure of Alexandra.	269

CASE OF THE ALEXANDRA—Continued.

No.	From whom and to whom.	Date.	Subject.	Page.
59	Mr. Dudley to Mr. Seward.	1863. April 8	Circumstances attending seizure of the Alexandra and legal proceedings instituted with a view to the condemnation of the vessel. Mr. Lush's opinion of the affidavits in the case.	270
368	Mr. Adams to Mr. Seward.	April 9	Transmits correspondence with Lord Russell and Mr. Dudley in regard to an investigation of the facts upon which the seizure of the Alexandra was made. The evidence to be placed at the disposal of the lawyers of the British government. Has communicated to Earl Russell information that the lawyers representing the United States are ready to take simultaneous action to sustain proceedings for condemnation of Alexandra, under the 6th section of enlistment act, provided it will not derange the measures adopted by British government.	271
370	.....do.....	April 9	Incloses Lord Russell's note relative to the instructions communicated to the mayor of Liverpool, to investigate case of the Alexandra.	273
60	Mr. Dudley to Mr. Seward.	April 11	William C. Miller, the senior member of the firm of William C. Miller & Sons, builders of the Florida and Alexandra, is government officer at Liverpool. Persons connected with the firms of the builders of the Florida and Alabama are office-holders; one a member of Parliament, the other an officer of the customs.	274
62	.....do.....	April 14	Want of interest displayed by government officials in assisting in prosecuting the case of the Alexandra. Advantage of a civil suit over a criminal one in this instance. Apparent tendency of the government tactics.	274
377	Mr. Adams to Mr. Seward.	April 17	Has informed Lord Russell that the lawyers for United States, in case of Alexandra, are ready to proceed on British judgment of the merits of the case. Mr. Dudley states that the British government have decided upon prosecuting the offenders criminally. From the sympathy evinced for the builders of the Alexandra, he is doubtful of any successful result to the trial.	275
64	Mr. Dudley to Mr. Seward.	April 18	Motion of Mr. Horsfall, member from Liverpool in Parliament, for the papers in the case of the Alexandra. Mr. Horsfall's connection with the Mersey steel and iron works, an establishment which has made nearly all the iron plates for the Southerner, including those for the rams now building by the Lairds.	277
560	Mr. Seward to Mr. Adams.	April 21	Is glad to learn that British government is disposed to consider evidence in regard to the fitting out of hostile expeditions.	278
562	.....do.....	April 22	Expression of satisfaction with the proceedings of Lord Russell in regard to the Alexandra.	278
385	Mr. Adams to Mr. Seward.	April 23	Reviews the proceedings instituted in the Alexandra case. The responsibility of the British ministry in the matter, and the	278

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XXIII

CASE OF THE ALEXANDRA—Continued.

No.	From whom and to whom.	Date.	Subject.	Page.
		1863.		
565	Mr. Seward to Mr. Adams.	April 24	tendency to do what is right to preserve peace between United States and England. Approving Mr. Adams's proceedings, and affirming on behalf of the President the expressions of satisfaction which have been made to Lord Russell.	279
395	Mr. Adams to Mr. Seward.	April 30	The course of the British government removes the necessity for carrying out Mr. Seward's instructions to present remonstrances against its non-action. Incloses his note to Lord Russell in regard to the withdrawal of the United States from a participation in the prosecutions connected with the Alexandra.	280
71	Mr. Dudley to Mr. Seward.	May 2	In regard to the preparation of the evidence in the case of the Alexandra. The action of the British government in permitting the burden of proof to fall upon United States. The improper betrayal by the detective placed in communication with Mr. Dudley, of information confided to him to a member of the Southern Club, an insurgent organization. Correspondence with Mr. Adams on the subject is inclosed.	282
411	Mr. Adams to Mr. Seward.	May 8	Arrival of Mr. Everts in London, and his communication with all the parties engaged on this side of the water in the preparation of evidence, or in giving advice in the matter of vessels fitting out for the use of rebels. Has been informed that British government intend to proceed against vessel, and not the persons, and that the case is to be tried by special jury in the court of exchequer. Prospects of success are not good. Purchase of steamers on rebel account continues.	285
81	Mr. Dudley to Mr. Seward.	May 22	Transportation to London of munitions of war, and guns, which were made for the use of the Alexandra.	285
	Mr. Dudley to Mr. Adams.	June 4	Tone of the remark of the British attorney general in regard to the dispatch of witnesses to London, relative to the case of the Alexandra. Reluctance exhibited by government officials in the prosecution.	286
425	Mr. Adams to Mr. Seward.	June 5	Announcement of the attorney general in the House of Commons that the Alexandra case would probably come to trial on the 15th instant. Movements of rebel agents.	287
629	Mr. Seward to Mr. Adams.	June 17	Regrets that the prospects that rebel armaments will be prevented by British government are not as hopeful as at the time of the detention of the Alexandra. Hopes that the Secretary of the Navy will be enabled to enlarge United States Navy, so as to meet the augmenting force of the insurgents.	287
432	Mr. Adams to Mr. Seward.	June 18	Trial of the Alexandra to take place on the 22d of June. Reasons for feeling that it will not have a result that will be decisive of the maintenance of cordiality between the two countries in regard to future outfit. The great issue that yet remains	288

CASE OF THE ALEXANDRA—Continued.

No.	From whom and to whom.	Date.	Subject.	Page.
		1863.		
	Mr. Dudley to Mr. Seward.	June 24	will be upon the iron-clad vessels, building at Liverpool and Glasgow. Mr. Evarts hopes for favorable results.	288
438	Mr. Adams to Mr. Seward.	June 26	Jury in Alexandra case have rendered verdict in favor of defendants, thereby releasing the vessel. The chief baron said British subjects might build as many war vessels as they pleased for either of the belligerents, provided they did not arm them in England.	289
651	Mr. Seward to Mr. Adams.	July 11	Comments upon the decision of the judge in the Alexandra case. Exceptions of the government; will carry the case up to the full bench, with an intention, if necessary, to take an appeal to the House of Lords. Necessity that the obligation upon the United States and England in regard to neutrality should be reciprocal. Needs of United States Navy.	290
465	Mr. Adams to Mr. Seward.	July 31	Acknowledging receipt of the report of the trial of the Alexandra. Views of the President touching the decision of the judge and the possible confirmation of it in the court of the last resort. Reviews the measures of defense forced upon the consideration of the United States by the decision; to chase the vessels into British ports and consummate their capture. Encouraging statement of the condition of the United States Navy and Army.	293
677	Mr. Seward to Mr. Adams.	Aug. 13	Thinks that the present time is not propitious for pressing the views contained in Mr. Seward's dispatch, No. 651, upon the attention of the British government.	294
532	Mr. Adams to Mr. Seward.	Nov. 6	The situation alluded to in dispatch No. 651 is relieved by the hopes authorized to be indulged in regard to the detention of all suspicious vessels until the decision as to the Alexandra.	294
542	.....do	Nov. 20	The course of the chief baron in refusing to sign the bill of exceptions. Incloses the proceedings in the Alexandra case, in the court of exchequer, on the question of appeal. The singular intimation that the chief baron had been assimilating his doctrine to that which he supposed to have been announced by the first minister of the Crown, in the House of Commons. The change in the legal advisers of the Crown is made perceptible in these proceedings on appeal of the case. Incloses leader from Globe and is hopeful of a better final result.	295
763	Mr. Seward to Mr. Adams.	Nov. 20	Slow progress in the Alexandra trial. Transmits report of the trial.	296
545	Mr. Adams to Mr. Seward.	Nov. 27	Expresses satisfaction to find that the interpretation given to municipal and international laws, on former trial of Alexandra, is deemed to require judicial reconsideration.	296
			Transmits further proceedings in Alexandra case. Progress of the trial.	

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CASE OF THE ALEXANDRA—Continued.

No.	From whom and to whom.	Date.	Subject.	Page.
575	Mr. Adams to Mr. Seward.	1864 Jan. 15	Arrival of Mr. Evarts, and decision in Alexandra case. Arrangement for appeal suspends the matter for some time longer, a result not altogether disadvantageous. Speeches in Parliament show that sympathy with rebels is waning. Has seen notice that the case of Pampero will soon be brought into court.	296
823	Mr. Seward to Mr. Adams.	Feb. 1	Supposes that the delay in the case of the Alexandra, and the appeal thereon to the court of exchequer, are regarded by the British government as not unfavorable to the policy they have adopted to prevent the levying of naval war from British ports against the United States.	297
591	Mr. Adams to Mr. Seward.	Feb. 4	The question on the appeal from the decision of the court of exchequer, in the case of the Alexandra, will come up for consideration on Saturday, before the court of exchequer chamber. Activity exhibited in fitting out blockade runners. Preparations for the departure of the Kangaroo with Mason, Slidell, and other passengers.	297
593	.....do.....	Feb. 6	Has attended debate in Parliament on Queen's speech. Actual temper towards United States in Parliament does not appear to be materially changed. It is merely subdued by the sense of a more immediate and dangerous complication.	298
594	.....do.....	Feb. 11	Transmits reports of further proceedings in the case of the Alexandra. The British government has been again foiled in its purpose to gain from the higher courts a judicial exposition of the enlistment act, by interposition of technical objections to the process.	299
595	.....do.....	Feb. 11	The publication of diplomatic papers, annexed to the President's message, has elicited much comment in Parliament and in the newspapers. Mr. Adams reviews the reasons for not presenting Mr. Seward's threatening views to Lord Russell. Continental complications give rise to new views as to the proper conduct of the British government towards America.	300
859	Mr. Seward to Mr. Adams.	Mar. 2	Reasons for the preparation of instruction No. 651, which forms the subject of parliamentary criticism, and reasons for the publication of the diplomatic correspondence. May inform Lord Russell that President withdraws what may seem to be menaces in instruction No. 651.	301
860	.....do.....	Mar. 2	There is no occasion to question wisdom and propriety of Mr. Adams's proceedings in regard to Mr. Seward's instruction 651. No reasons could have excused the department for withholding the instruction from Congress.	303
619	Mr. Adams to Mr. Seward.	Mar. 17	Transmits report of proceedings in House of Lords on the appeal in the Alexandra case.	303

CASE OF THE ALEXANDRA—Continued.

No.	From whom and to whom.	Date.	Subject.	Page.
641	Mr. Adams to Mr. Seward.	1864. April 7	Interview with Lord Russell in regard to the prosecution of the Alexandra case. Lord Russell admits that the result seemed extraordinary.	304
651	..... do	April 8	Mr. Evarts still at Rome. Transmits report of decision of House of Lords on the appeal in the Alexandra case. Comments thereon.	304
269	Mr. Dudley to Mr. Seward.	April 27	The Alexandra has been formally handed over to the attorney of the claimants by the collector of customs. It is quite likely the owners may carry out their original intention and make a privateer of her.	305
671	Mr. Adams to Mr. Seward.	April 28	Restoration of the Alexandra to her nominal owners. Has an impression that the vessel will be sent away to receive her armament.	306
308	Mr. Dudley to Mr. Seward.	July 6	Alterations in the interior fittings of the gunboat Alexandra.	306
311	..... do	July 9	Incloses photographs of the Alexandra. Her finish indicates a blockade runner. Her destination is either Bermuda or Nassau, where she may be easily altered to a privateer.	307
	Do	July 25	The Alexandra was moving out of the river on the 16th of July. Does not doubt but that she was then on her way to Nassau, or some southern port. The guns originally intended for the steamer were recently shipped for Nassau on the schooner Cambridge.	307
	Mr. Seward to Mr. Burnley.	Sept. 13	The arrival of the Mary, (formerly the Alexandra,) at Halifax, suggests the propriety of communicating with the governor of Nova Scotia, so that the hostile designs of that vessel against the United States may not be carried into effect from any port within jurisdiction of the governor.	307
	Mr. Burnley to Mr. Seward.	Oct. 9	Incloses dispatch from lieutenant governor Macdonnell, in regard to the Mary, late Alexandra. There is no difficulty likely to arise in her case.	308
	Mr. Seward to Mr. Burnley.	Oct. 20	The United States appreciate the action of the lieutenant governor of Nova Scotia.	309
	Mr. Burnley to Mr. Seward.	Dec. 28	Inclosing dispatch from the governor of New Providence, stating that the seizure of the steamer Mary, late Alexandra, had been ordered for violation of the seventh clause of the foreign enlistment act.	309
	Mr. Seward to Mr. Burnley.	Dec. 31	Has authorized Mr. Adams to express satisfaction to her Majesty's government, with the prompt action which has been adopted in the case of the Mary.	311
	Mr. Burnley to Seward.	1865. Jan. 24	In regard to the action of Mr. Burnside, the solicitor general of the colony of New Providence. Mr. Burnside has been retained as counsel for the defendant in the case of the Mary, and prefers to resign his office rather than give up his suit.	312
	Mr. Seward to Mr. Burnley.	Jan. 31	Desires that an expression of the high appreciation entertained by the United States,	312

THE LAIRDS' IRON-CLADS.

	Subject.	Page.
	of Governor Rawson's just regard for its rights and good will, may be conveyed to him.	
2	Requesting Mr. Adams to remonstrate against allowing the Mary, late the Alexandra, to leave Nassau, although condemned and sold. After leaving Nassau as a merchant vessel, a piratical cruise is intended.	313
6	Incloses correspondence with Lord Russell in regard to the information that the steamer Mary, late Alexandra, even if condemned at Nassau, and sold under judicial process for a violation of neutrality, may be bought in by the same parties first interested in her, and started again in the guise of a merchantman to wage war against the United States.	313

THE LAIRDS' IRON-CLADS.

18	Lairds have commenced the construction of two steam vessels at their yard at Birkenhead, which are in the nature of rams.	314
30	Preparations for the construction of the rams described.	315
13	The plates for the rams are to be manufactured at the Mersey Steel and Iron Company works, in which Mr. Horsfall, a member of Parliament, is interested.	315
19	Inclosing newspaper account of the construction of the rams on the Mersey, for the confederate government.	316
4	Describing the progress made on the rams.	317
14	In regard to the iron-clad rams building at Birkenhead. Description of the vessel building in the yard of Jones, Quiggon & Co., and the gunboat constructing by William C. Miller & Son.	317
3	Requests that representations may be made to her Majesty's government in regard to two war vessels ostensibly building for the Chinese government, but really to depredate on American commerce.	318
7	The character of the iron-clad rams when completed.	318
7	Inclosing the second affidavit of Clarence R. Yonge, purser on the steamer Alabama, taken before the collector to be used in the rams building by the Lairds.	319
	further examination of the Lairds' and their capacity to commit damage on American commerce.	319
	to a statement of Mr. Laird, that no noise as they might make would prevent the rams from sailing. Presents for the launch of one.	320

CASE OF THE LAIRDS' IRON-CLADS—Continued.

No.	From whom and to whom.	Date.	Subject.	Page.
88	Mr. Dudley to Mr. Seward.	1863. June 3	The shipment upon the Sumter of machinery and munitions, intended to be used finally in the equipment of the Laird rams.	320
95	..... do	June 17	Incloses report of a person one time in naval service of United States, upon the iron-clad rams building at Lairds'.	321
103	..... do	July 3	Anticipates refusal of the government to prevent the sailing of the iron-clad rams. Reasons for considering their departure probable.	322
104	..... do	July 4	Launch of the ram at Lairds', and subsequent disposition of the vessel. One of the Lairds' states that the vessel is for the French government.	323
449	Mr. Adams to Mr. Seward.	July 10	Announces the launch of one of Lairds' rams, and his determination to remonstrate with the English government against her sailing.	324
107	Mr. Dudley to Mr. Seward.	July 10	Mr. Squarey, an attorney, has conducted, before the collector of customs in Liverpool, proceedings with a view to the prevention of the sailing of one of the iron-clad rams building by the Lairds. The fact that the vessel is armed with a ram on the stern to destroy vessels will meet Baron Pollock's view of the law.	324
453	Mr. Adams to Mr. Seward.	July 16	In regard to the fitting out of the iron-clad rams by the Lairds to be employed in the insurgent service. Communication of affidavits bearing on the subject to Lord Russell, with a note reviewing the proceedings of British subjects inimical to the United States, and requesting that the English government may have the needful power to guard against the departure of either of the Lairds' rams on a cruise against the commerce of the United States.	325
111	Mr. Dudley to Mr. Seward.	July 16	Incloses additional affidavits in the case of the rams. Statements of the Lairds as to their nationality and purposes. Probability that nothing will be done to stop the vessels. Progress in the work upon them.	335
113	..... do	July 17	Formidable character of the rams. The cost of each is reported at £225,000.	335
	Earl Russell to Mr. Adams.	July 17	Acknowledging further depositions respecting the iron-clad steam-vessels of war fitting out against the United States at Liverpool.	336
459	Mr. Adams to Mr. Seward.	July 24	Incloses his note to Lord Russell together with two additional depositions relating to the iron-clad vessel launched from Lairds' yard. There is hesitation among the law officers as to sufficiency of evidence to establish intention in this case.	336
667	Mr. Seward to Mr. Adams.	July 29	Approving proceedings and requesting that Lord Russell may be informed that recent military and naval operations in the United States justify an augmented confidence that the insurrection, without new and extensive foreign aid, must fail. Incloses dispatch to Mr. Dayton in regard to the announcement of the willingness of the	338

ENFORCEMENT OF NEUTRALITY.

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CASE OF THE LAIRDS' IRON-CLADS—Continued.

No.	From whom and to whom.	Date.	Subject.	Page.
		1863.	Emperor of the French to acknowledge the insurgents, provided Great Britain will make simultaneously a similar acknowledgment. Copy of Moniteur, containing authorized version of Emperor's views, is appended.	
119	Mr. Dudley to Mr. Seward.	July 31	Description of the rigging of the iron-clad that is afloat. Is under the impression that her owners will endeavor to get her out as a French vessel.	340
463	Mr. Adams to Mr. Seward.	July 31	Has sent to Lord Russell a letter of Mr. Wilding, saying that there is no foundation for the statement of Lord Palmerston in Parliament, that one of the iron-clad rams is claimed by the French consul for the Emperor of the French. Application was made by Mr. Bravay to the French consul for information as to the proper steps to be taken to obtain papers which would give a French character to the iron-clad.	340
128	Mr. Dudley to Mr. Seward.	Aug. 8	Arrival of George H. Bier, a lieutenant in the confederate navy, with others, in Liverpool, for the purpose of joining the iron-clads. Rapid progress in the work on the iron-clads and their probable movements.	342
129	..... do	Aug. 11	Incloses copies of further affidavits submitted to the collector of customs at Liverpool in the case of iron-clads building by the Messrs. Laird at Birkenhead. The time of their launch.	343
	Mr. Wilson to Mr. Seward.	Aug. 14	Renewed activity of the insurgents in fitting out privateers and blockade breakers. Arrival of officers to command the Laird iron-clads. Prospects of their condemnation by the British authorities. The decision in the Alexandra case has strengthened the hands of the rebels. Movements of insurgents and their vessels. The chief hope of insurgent sympathizers seems to be that the United States will become embroiled with France concerning Mexico.	343
	Mr. Drouyn de Lhuys to Mr. Mercier.	Aug. 20	The assertion of Lord Palmerston that the iron-clad ram was ordered of the Lairds by the French government rested on an incorrect report. No order of the kind has been made in England. Relates the facts showing that Mr. Bravay requested information as to the formalities to be observed in giving the French flag to a plated vessel.	344
471	Mr. Adams to Mr. Seward.	Aug. 20	Acknowledging instructions, and stating that he will prepare a note for Lord Russell's consideration, embodying substance of No. 667.	345
477	..... do	Aug. 21	Transmits copies of further letters and papers, which have passed between himself and the foreign office, relating to the iron-clad vessels fitting out at Liverpool by Mr. Laird. Their officers and equipment.	346

CASE OF THE LAIRDS' IRON-CLADS—Continued.

No.	From whom and to whom.	Date.	Subject.	Page.
338	Mr. Dayton to Mr. Seward.	1863. Aug. 27	Results of an interview with Mr. Drouyn de Lhuys in regard to the alleged participation of the French government in the purchase of Lairds' iron-clad rams. Communication of Mr. Bravay, that they have been purchased on account of the Pacha of Egypt. The French government has informed Mr. Bravay that it belonged only to the Egyptian government to make to England the justifications necessary to authorize the departure of the iron-clads.	349
142	Mr. Dudley to Mr. Seward.	Aug. 28	The mounting of the turrets of the No. 296, and the approaching launch of the other ram, indicates their rapid completion. Petition of the Emancipation Society to stop the rams.	350
143	.....do.....	Aug. 29	Launch of the 297, the second of Lairds' rams. Description of the vessel, and probable character of her armament. Incloses application to the collector of customs at Liverpool to order her detention.	351
144	.....do.....	Sept. 1	Has applied for the detention of Lairds' rams. Their present condition. The presence and arrival of numbers of insurgent naval officers. It is understood that the rams, if they get out, are to raise the blockade.	352
486	Mr. Adams to Mr. Seward.	Sept. 3	Reviews the situation of the Lairds' rams. Incloses copies of his correspondence with Lord Russell in regard to the importance of detaining them. Affidavits relating to the launching and preparation of the vessels are submitted. The statements that the rams are for the government of France, or of Egypt, are without foundation.	352
147	Mr. Dudley to Mr. Seward.	Sept. 4	Coaling of the 296, and trial of her engines. Doubt as to the intention of the government. Reply of Lord Russell to the Emancipation Society. Difficulty of procuring, unassisted, positive testimony from credible witnesses. Notoriety of the fact that these rams are intended for the insurgent service.	357
488	Mr. Adams to Mr. Seward.	Sept. 4	Incloses note to Lord Russell covering another deposition received from Mr. Dudley relating to the preparation for departure of the iron-clad rams from Liverpool. Duty and responsibility of detaining the rams rests upon the British government.	358
490	.....do.....	Sept. 4	Lord Russell, in a note to Mr. Adams, states that the fact remains that Mr. Bravay, a French merchant of Paris, has personally appeared and acted as the person upon whose orders the rams were building, and there is no legal evidence against Mr. Bravay's claim; and the agent of the customs at Liverpool affirms his belief that these vessels have not been built for the insurgents. Under the circumstances, and having regard to the entire insufficiency of the depositions, to prove any infraction	360

ENFORCEMENT OF NEUTRALITY.

XXXI

CASE OF THE LAIRDS' IRON-CLADS—Continued.

No.	From whom and to whom.	Date.	Subject.	Page.
		1863.	of the law, her Majesty's government are advised that they cannot interfere in any way with these vessels. Promises careful supervision over the rams, and quotes Mr. Seward as saying, prosecutions cannot be set on foot without affidavits of credible witnesses, as in other cases of imputed misdemeanors and crimes.	
697	Mr. Seward to Mr. Adams.	Sept. 5	Communicates President's approval of his proceedings in laying before Lord Russell additional information in relation to the Lairds' iron-clads. The United States regard with surprise and deep concern the maturing of hostile armaments, without the least evidence on the part of Great Britain of any purpose to prevent their departure.	361
700	.....do.....	Sept. 5	Has recommended Mr. Adams's suggestions as to the importance of more effective measures for arresting the depredations of piratical vessels, to the Secretary of the Navy. Reviews the difficulties of enduring, without resort to extreme measures of resistance, the new invasion which is threatened from the ports of Great Britain. Sentiment in the United States, which would accept war with Great Britain.	362
491	Mr. Adams to Mr. Seward.	Sept. 5	Lord Russell informs Mr. Adams that the case of Lairds' iron-clad steam-rams is under the serious and anxious consideration of the British government.	363
	Mr. Layard to Mr. Stuart.	Sept. 5	Orders had been given to prevent the sailing of the Laird rams before the note from Mr. Adams, protesting against their departure, had been received.	363
492	Mr. Adams to Mr. Seward.	Sept. 8	Considerations which have governed his course in communicating to the British government the protests and remonstrances of the United States. Has ascertained that neither France nor Egypt have any claim to the ownership of the rams. Incloses copy of his note to Lord Russell, regretting the conclusion of the English authorities in regard to the rams; that the determination is regarded as opening to the insurgents free liberty in Great Britain to execute a policy inimical to the United States with the aid of British subjects. The third party, under such circumstances, ceases to all intents and purposes to be neutral. Lord Russell's announcement of the detention of the rams, and Mr. Adams's acknowledgment thereof, is appended. The newspaper article foreshadowing this proceeding is appended. Mr. Adams cautions forbearance in the treatment of the subject in America.	364
148	Mr. Dudley to Mr. Seward.	Sept. 8	Incloses correspondence with Mr. Squarey, in regard to the sufficiency of the affidavits submitted to the British government, to accomplish the detention of the vessels.	366

CASE OF THE LAIRDS' IRON-CLADS—Continued.

No.	From whom and to whom.	Date.	Subject.	Page.
		1863.		
493	Mr. Adams to Mr. Seward.	Sept. 10	The London Morning Post says the rams will be detained. Effect of projected operations against Fort Sumter and Charleston on public opinion in England. Delay of the British government in publishing the fact that the rams have been detained. Satisfactory public statement of Lord Russell that new powers may be solicited from Parliament, if those now held should prove insufficient.	368
150	Mr. Dudley to Mr. Seward.	Sept. 11	No notice has yet been given to the Lairds of the decision of the British government to detain the rams.	369
151	..... do	Sept. 16	Movements of one of Lairds' rams indicate that she is prepared to proceed to sea in the same way the Alabama did. Has communicated the information to the collector of customs. Incloses slip from Liverpool Daily Post, admitting that the war in America would not have taken place if the confederates had been denied aid in Great Britain.	369
	Mr. Wilson to Mr. Seward.	Sept. 16.	Reviews situation of Lairds' iron-clad rams ; possibility exists of their escaping from Liverpool.	371
497	Mr. Adams to Mr. Seward.	Sept. 17.	Undefined purpose of the British cabinet in regard to Lairds' iron-clad rams. Incloses correspondence in which Lord Russell states to Mr. Adams that if Great Britain has not prevented some violations of neutrality, the cause has been that England is governed by definite laws, and is not subject to arbitrary will. That the law is enforced by independent courts, which do not admit assertion for proof, nor conjecture for certainty. Circumstances attending the alleged French or Egyptian ownership of the rams. The question at issue relates to two separate and distinct matters: the general international duties of neutrality, and the municipal laws of the United Kingdom. Lord Russell explains the doctrine of neutrality, as understood by the British cabinet, and its application to past and present events upon which the United States bases its protest. The amount of munitions and supplies drawn by the United States from Great Britain is greater than that furnished the insurgents. There are more British subjects in the federal service than in that of the insurgents, and federal agents are engaging in the United Kingdom British subjects to enter the army of the United States. Repeats that the British government have taken every step within their competency to enforce the foreign enlistment law. The British government, with a desire to perform the duties of neutrality, have issued instructions to prevent the departure of the iron-clads. Mr. Adams, in reply, refers to the sentiment which the United States entertains of the	372

ENFORCEMENT OF NEUTRALITY.

XXXIII

CASE OF THE LAIRDS' IRON-CLADS—Continued.

No.	From whom and to whom.	Date.	Subject.	Page.
		1863.	danger of the improper and unfriendly employment of British territory by the insurgents in a manner at variance with rules of neutrality and the good will imposed by treaties. The United States, in her purchases on British soil, has never passed the limit of the law of trade, though the insurgents persistently have done so. Enumeration of instances. Quotes from authorities cited by Earl Russell to prove that instances referred to cannot be innocent. That the foreign enlistment act was intended to remove cause for complaint, and after the announcement that it was fully effective, inefficacy could not, justly, be pleaded by England. It was inferred from Lord Russell's note of the 1st instant that the British government virtually abnegated their power to prevent the violation of admitted obligations of neutrality. This inference prompted firm but respectful protest of United States. Reviews Mr. Bravay's alleged ownership of the rams, and the influence of that misrepresentation of facts. The interests of the two nations are of too much magnitude to be measured by the infinitesimal scale of the testimony permissible before a jury in a common law court. Refers to George Canning's opinion as to permitting ships equipped in British harbors to sneak his country into war. Though the inability to prevent some violations of neutrality may be regarded by the United States as proceeding from especial causes, they are insecure when all barriers are removed to the effective levying of war from Great Britain in a most formidable scale. Unreliable character of Mr. Bravay's testimony, and the propriety of invoking all the majesty of the law to establish justice and maintain peace. Mr. Adams believes that no efforts are intermitted to prepare the war vessels for immediate departure.	
153	Mr. Dudley to Mr. Seward.	Sept. 19	Has been informed that the ram 296 will be conveyed to her owner, and placed under Danish flag. The Lairds gave the information, and further assert that the rams have not been stopped. The Danish consul promises to communicate any information that may reach him in relation to the subject.	380
714	Mr. Seward to Mr. Adams.	Sept. 19	Communicates President's approval of proceedings related in Mr. Adams's No. 486.	381
716	.....do.....	Sept. 19	Communicates President's approval of proceedings related in Mr. Adams's No. 488.	381
717	.....do.....	Sept. 19	Incloses memorandum of Mr. Stuart, acting British chargé d'affaires, stating that an order was sent on the 5th instant, prior to receipt of Mr. Adams's note, to prevent the departure of the rams. Though	381

CASE OF THE LAIRDS' IRON-CLADS—Continued.

No.	From whom and to whom.	Date.	Subject.	Page.
		1863.	not built for the insurgents, the vessels may have since been transferred. The British government have doubts as to the sufficiency of the evidence to meet the requirements of the courts. That they prefer to have no publicity given to their determination.	
725	Mr. Seward to Mr. Adams.	Sept. 28	Acknowledging receipt of 492. The President appreciates the firmness and fidelity of the British ministry to just principles while surrounded by embarrassments and aggravations. Inform Lord Russell that the United States will conduct its intercourse with Great Britain with such care that the termination of the civil war will find no permanent cause of discontent between them.	382
504	Mr. Adams to Mr. Seward.	Oct. 1	The event of the week is the speech of Earl Russell at Blairgowrie, which shows marked advance in his lordship's opinions. There are indications of a disposition to leave question of detention of iron-clads so doubtful as to encourage rebels to keep hold of them. Incloses first note of Lord Russell in regard to detention of rams, and to the threats implied in Mr. Adams's previous note. Second. Mr. Adams's reply thereto.	383
729	Mr. Seward to Mr. Adams.	Oct. 5	President's concern that there still remains a doubt whether the iron-clads will be prevented from sailing. Though the neutrality of Great Britain may be satisfactory to herself, that does not relieve the gravity of the question in the United States. The proclamation of neutrality was a concession of belligerent rights to the insurgents, deemed by the United States unnecessary and unfriendly; and it has since proved injurious. The United States have never violated any foreign municipal law, or law of nations or comity towards Great Britain, and they refuse to be derogated from the position of a sovereign nation in amity with British government, and be placed upon a footing of equality with the insurgents. Reviews naval capacity of United States to contend with foreign aggression. Unity of sentiment in United States upon the importance of resisting such aggression.	385
516	Mr. Adams to Mr. Seward.	Oct. 9	Incloses note from Lord Russell in regard to misunderstanding of certain passage in previous note from Mr. Adams.	387
164	Mr. Dudley to Mr. Seward.	Oct. 10	Captain Inglefield has been ordered to seize the rams if they attempt to sail. Calls attention to a slip from the Post in regard to the protest of the Southern club at Preston against the action of the government.	387
518	Mr. Adams to Mr. Seward.	Oct. 16	Energetic action of the government in regard to the rams has been prompted by suspicion that attempts would be made to get one of them out by stealth. Their	388

CASE OF THE LAIRDS' IRON-CLADS—Continued.

No.	From whom and to whom.	Date.	Subject.	Page.
		1863.	surveillance has produced an excellent effect in inspiring confidence in the prosecution of the declared policy of Great Britain. Probable tender of the vessels to the Danes. There is a scheme to seize them <i>in transitu</i> . Vessels preparing at Glasgow are quite as formidable as those at Liverpool. The case of the <i>Alexandra</i> will probably come up on appeal to the exchequer chamber in a few weeks. Incloses note to Lord Russell expressing satisfaction with proceeding of British government in regard to the rams. Incloses note and accompaniments relating to the presence in Liverpool of seventy seamen belonging to the insurgent vessel <i>Florida</i> , who came from Brest with a view to employment in the insurgent service. Earl Russell acknowledges the note, and says the subject is under consideration.	
526	Mr. Adams to Mr. Seward.	Oct. 29	Acknowledges receipt of dispatches. Comments of <i>Historicus</i> upon the bearing of intercepted insurgent dispatches on the action of the rebels at Liverpool. Speech of Mr. Laird in Parliament. He ventures to threaten the government. Comments upon the judicial blindness prevailing in British policy. Hope of getting out the rams does not appear to be quite extinguished. Captain Inglefield seems resolved to do his duty in good faith.	391
195	Mr. Dudley to Mr. Seward.	Dec. 12	Examination of <i>Yonge</i> by Mr. Hamel. Visit of Mr. Hamel and Captain Inglefield to the rams; the latter in his official report will say that they are of the most formidable and warlike character.	392
		1864.		
604	Mr. Adams to Mr. Seward.	Feb. 25	Transmits debate in House of Commons upon a call for papers on the subject of the iron-clads. Condition of parties and character of vote in the house on the foreign policy of the ministry.	392
633	..... do	Mar. 29	Transmits printed copy of correspondence of the government with Messrs. Laird touching the detention of the iron-clad rams.	393
641	..... do	April 7	Conference with Lord Russell in regard to the iron-clads. The claim of Mr. Bravay as to their ownership. Apprehends conflict with Great Britain unless the struggle in America be brought to a successful issue.	393
671	..... do	April 28	Trial of the case of Messrs. Lairds' rams has been fixed for the 27th of May. There are rumors that they have been privately sold. Lord Cecil's motion concerning them will not be pressed. The vessels sent to China under Captain Osborne's contract have been taken by the government. The <i>Alabama</i> is reported at Cape Town. <i>Georgia</i> and <i>Rappahannock</i> are still near France.	394

ALLEGED FEDERAL RECRUITING IN IRELAND.

No.	From whom and to whom.	Date.	Subject.	Page.
699	Mr. Adams to Mr. Seward.	1864. May 26	Lairds' rams have been sold to the British government. The base of insurgent operations will probably be transferred to the other side of the channel. The proceeds of the sale of the Georgia, the Glasgow ram, and the iron-clads will be probably applied to the outfit of the four vessels now constructing in France. Men are still enlisting and being sent over. The Alabama will probably be off France in July; the Florida is now.	394
984	Mr. Seward to Mr. Adams.	June 9	In the purchase of the Lairds' iron-clads the government sees with lively satisfaction the removal of an unhappy occasion of disagreement between the two countries.	395

ALLEGED FEDERAL RECRUITING IN IRELAND.

266	Mr. Adams to Mr. Seward.	1862. Nov. 27	Incloses Lord Russell's note stating that recruiting in Ireland for the United States army is illegal, and is calculated to increase the difficulties already incident to the observance of neutrality. Mr. Adams replies that he has no disposition to give the smallest countenance to any such enterprise on behalf of the United States, and will disavow the operations of any self-styled agents. Comments upon British sentiment.	395
423	Mr. Seward to Mr. Adams.	Dec. 13	Authorizes Mr. Adams to assure Lord Russell that the United States has no agents of any kind in Great Britain or any foreign country who are instructed to enlist soldiers or seamen for the military or naval forces of the United States. The government avow, however, that voluntary immigration is a cardinal element of their prosperity. The army and navy are open to immigrants who may desire to enlist, but not until they have arrived on American shores and become subject to American jurisdiction and laws.	397
278	Mr. Adams to Mr. Seward.	Dec. 19	Incloses Lord Russell's note stating that further inquiries develop the fact that the reports of recruiting in London for the United States army are without foundation.	397
281	.....do.....	Dec. 25	Incloses Lord Russell's note in regard to the complaint of the British government against the United States for replenishing its arsenals from British sources and the enlistment of British subjects into its army.	398
286	.....do.....	1863. Jan. 1	Incloses his note to Lord Russell replying to the charge preferred against the United States for having systematically, in disre-	399

ALLEGED FEDERAL RECRUITING IN IRELAND—Continued.

No.	From whom and to whom.	Date.	Subject.	Page.
		1863.		
310	Mr. Adams to Mr. Seward.	Jan. 29	<p>gard of that comity of nations which it was their duty to observe, induced British subjects to violate those orders which, in conformity with neutrality, Great Britain has enjoined all her subjects to preserve.</p> <p>Incloses Lord Russell's note retracting accusation so far as it may be construed to mean that Mr. Adams has encouraged in England the enlistment of British subjects into the service of the United States. Alleges that Mr. Seward, in correspondence with Mr. Stuart, treats the endeavor to enlist British sailors, in case of Sunbeam, as affording no ground of complaint for Great Britain. Mr. Adams replies that he does not believe that the facts will prove the existence of any systematic policy on the part of the United States to induce British subjects to improperly enlist in its service.</p>	401
538	Mr. Seward to Mr. Adams.	April 2	President regrets the decisions of the British government declining to interfere to arrest proceedings of British subjects within British jurisdiction, hostile to the United States. It is deemed advisable to endeavor to secure the enforcement of the enlistment laws through the courts.	403
369	Mr. Adams to Mr. Seward.	April 9	Incloses note from Lord Russell, stating that no act has been done in England contrary to the obligations of neutrality, as recognized by Great Britain and the United States, or any act capable of being made the subject of a criminal prosecution.	403
378	.....do.....	April 17	Incloses correspondence with Lord Russell, in which Mr. Adams denies the allegation that the government of the United States had authorized the enlistment of men in Great Britain for their service.	404
392	.....do.....	April 24	Lord Russell, in note of the 16th, renews the allegation that men are being encouraged to emigrate with a view to entering the service of United States. Cites the departure of young men from Queens-town, Ireland. Mr. Adams replies that consular officers of the United States have been instructed to desist from encouraging, in any way, such enlistments. That railroad companies of the United States are making efforts to procure supplies of aliens from foreign lands, who will be, from that circumstance, exempted from the risk of being called into the service. That a scarcity of labor in the United States, together with cause mentioned, may explain the phenomena of emigration.	405
396	.....do.....	April 30	Incloses note of Lord Russell, requesting that before any repetition of complaints in regard to the enlistment of British sailors in the confederate service, all British subjects serving in the federal	407

ALLEGED FEDERAL RECRUITING IN IRELAND—Continued.

No.	From whom and to whom.	Date.	Subject.	Page.
		1863.	army and navy may be discharged, and further enlistments of that character prohibited. Mr. Adams replies that he does not perceive that the enforcement of the prohibitory law of Great Britain is made dependent upon the exterior action of parties making complaints of the commission of offenses like those involved in the case of the Japan, alias the Virginia. There is no law in the United States which will permit the discharge from the army of British subjects who have voluntarily enlisted. As Great Britain cannot go beyond the law in applying a remedy to any abuse, it would not counsel another government to do that which itself refuses to do. In reply to petitions for discharge of citizens of United States from service, Great Britain has never acknowledged a right to request discharge. Granting the application sometimes as a favor, it has always required return of the money advanced to the recruit. Cites Lord Stowell as authority for admitting foreigners into military service in time of war. Cites Lord Clarendon's dispatch to Mr. Crampton. Incloses statute of the realm, legalizing such enlistments. Incloses agreement made with men entered for the voyage of the Japan, alias the Virginia.	
398	Mr. Adams to Mr. Seward.	April 30	Inclosing his note communicating to Lord Russell letters from Mr. Aspinwall and Mr. Forbes, in regard to the emigration to America of mechanics and laborers to be employed on railroads and in mines, instead of in the army, as supposed by the British government.	412
580	Mr. Seward to Mr. Adams.	May 5	Mr. Adams's denial of allegations that United States is enlisting recruits in Great Britain for its armies is approved. The United States has no agent for such a purpose.	414
406	Mr. Adams to Mr. Seward.	May 7	Lord Russell's note is inclosed explaining that United States had no right to complain, as of an unfriendly act by Great Britain, that British subjects took service with the confederates, so long as United States allowed and encouraged British subjects to enter United States Army. Mr. Adams replies by note that he is happy to understand that no intention was entertained to put obstacles in the way of remonstrances on the part of the United States against improper enlistment in Great Britain of British subjects by insurgents.	414
410	.....do.....	May 8	Incloses brief note from Lord Russell which seems to end correspondence on the subject of emigration.	415
589	Mr. Seward to Mr. Adams.	May 9	The emigration from England, which is regarded by British authorities as a flow of their subjects into the army of the United	416

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XXXIX

ALLEGED FEDERAL RECRUITING IN IRELAND—Continued.

No.	From whom and to whom.	Date.	Subject.	Page.
		1863.	States, is explained by the natural advantages and inducements of the land over Europe. Denial of the employment of an agent in Ireland, or any foreign country, to procure enlistments. Hopes that this new result, in Europe, of United States civil war will justify the belief that the insurrection has no tenacity of life.	
597	Mr. Seward to Mr. Adams.	May 18	Approves Mr. Adams's proceedings on the prosecution of the correspondence concerning the legality of the enlistment of foreigners.	417
	Earl Russell to Mr. Adams.	Sept. 11	States that he hopes that the reports that agents of the United States are employed in Great Britain to engage British subjects to emigrate to the United States with a view of enlistment in the military service of the United States are unfounded. Such a proceeding would be at variance with the doctrine laid down by the President in 1855, during the Russian war.	417
729	Mr. Seward to Mr. Adams.	Oct. 5	Derivation of military supplies from Great Britain and the enlistment of British subjects would never have been necessary if Great Britain had not first raised the insurgents to the position of belligerents. The United States cannot be said to have violated any municipal law or treaty, or the law of nations, or even comity towards the British government in the supplies derived from British sources or the volunteer recruits accepted from among voluntary British residents in the United States. The United States stand on impregnable ground when they refuse to be derogated by any act of British government from their position as sovereign nation and be placed upon footing with domestic insurgents.	418
	Mr. Arbutnot to Mr. Hammond.	Nov. 21	Acquainting Mr. Hammond with the report that United States war sloop Kearsarge had taken on board British subjects at Queenstown. Incloses Mr. Gardner's letter to Mr. Hamilton, in regard to John Dunn's statement as to the conveyance to the Kearsarge of certain persons persuaded to go to sea in the service of the United States by James Haley, a British subject in the American service.	419
	Earl of Donoughmore to Earl Russell.	Nov. 25	Incloses letter from Mr. J. M. Mason, with accompanying affidavits, relating to the alleged improper enlistment of British subjects on board the Kearsarge while at Cork.	420
548	Mr. Adams to Mr. Seward.	Dec. 4	Incloses Lord Russell's note respecting the shipment of British subjects on board the United States ship of war Kearsarge when in the port of Queenstown. The affidavits of Patrick Kennedy and Edward Lynch are inclosed and their contents reviewed. Mr. Adams replies that he has taken steps to obtain the necessary explanations from Mr. Eastman, United States consul, who is	421

ALLEGED FEDERAL RECRUITING IN IRELAND—Continued.

No.	From whom and to whom.	Date.	Subject.	Page.
		1863.	alleged to have been implicated in the matter. Mr. Adams informs Mr. Seward that Mr. Eastman denies any complicity in the business; says that it is apparent that a trap was laid for the commander of the Kearsarge.	
	Secretary to the admiralty to Mr. Hammond.	Dec. 9	Incloses letter of Rear-Admiral Sir L. Jones to the secretary to the admiralty, in which it is stated that Captain Winslow found, after his departure from Queenstown, fifteen men secreted on board his vessel, the Kearsarge; that he has landed the men; that he did not want to enlist any seamen and only wanted a clerk. The men await decision of custom-house authorities in London.	425
	Do.....	Dec. 19	Incloses Rear-Admiral Sir L. Jones's letter to the secretary to the admiralty, covering Captain Winslow's communication stating that he had come to off Queenstown to land sixteen refugees, who had concealed themselves on the Kearsarge prior to her departure from Queenstown, and that he had given his certificate with a representation of the circumstance, by the executive officer of the ship, to the American consul.	426
553	Mr. Adams to Mr. Seward.	Dec. 11	Incloses note to Lord Russell transmitting Mr. Eastman's denial of any participation in the shipment of seamen upon board of the Kearsarge, and discrediting the statement that seamen were enlisted by authority of the captain. Mr. Adams communicates to Mr. Seward Mr. Eastman's explanation of the landing of sixteen men found secreted on board the Kearsarge; Captain Winslow's and Lieutenant Thornton's statements in regard to the transaction are also appended.	427
	Mr. Hammond to Mr. Waddington.	Dec. 12	Transmits papers respecting the enlistment at Queenstown of various British subjects to serve on board the United States steam vessel of war, the Kearsarge. The law officers are of the opinion that these men should be prosecuted under the foreign enlistment act.	430
	Mr. Bruce to Mr. Hammond.	Dec. 16	Has laid before Sir George Grey his letter, and its accompaniments, respecting enlistment of British subjects at Queenstown for the Kearsarge. The papers have been sent to Lord Lieutenant of Ireland, for him, if he sees fit, to order the prosecution of the men so enlisted, under the foreign enlistment act.	430
	Mr. Hammond to Mr. Bruce.	Dec. 17	Transmitting for Secretary Sir Grey's consideration, a further note from Mr. Adams covering a letter from the captain of the United States steamer Kearsarge, respecting the seamen embarked on board that vessel at Queenstown.	431
561	Mr. Adams to Mr. Seward.	Dec. 22	Transmits correspondence with Lord Russell respecting the allegation of enlistments on board the Kearsarge at Queens-	431

ENFORCEMENT OF NEUTRALITY.

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ALLEGED FEDERAL RECRUITING IN IRELAND—Continued.

No.	From whom and to whom.	Date.	Subject.	Page.
		1863.		
791	Mr. F. W. Seward to Mr. Adams.	Dec. 26	town. Mr. Adams is led to infer the government is not altogether satisfied with the replies given by the consul and Commander Winslow. Approves the reply to Lord Russell in relation to the alleged violation of the foreign enlistment law of Great Britain. The United States will thoroughly investigate the charges against Consul Eastman and Captain Winslow, of improper participation in the enlistment of men upon board the Kearsarge.	433
794	..... do	Dec. 29	Incloses copy of Consul Eastman's dispatch to the department, explaining conduct of the commander of the Kearsarge in enlisting the men found secreted on his ship after leaving Queenstown, and their subsequent dismissal at the same port.	434
		1864.		
801	Mr. Seward to Mr. Adams.	Jan. 5	States if no facts appear controverting the denial of the consul of any complicity with the alleged enlistment of British subjects on board the Kearsarge, that it seems that his innocence is established; and if no facts appear controverting the statement of Captain Winslow, Mr. Adams will say to Lord Russell that it seems that Captain Winslow has not intentionally violated the anti-enlistment laws of Great Britain, although the petty officers of the ship may have practiced some irregularity.	435
804	..... do	Jan. 6	Communicates letter from Secretary of the Navy and its accompaniments from Captain Winslow, in regard to the alleged improper enlistment of men at Queenstown for the Kearsarge. Mr. Seward presumes that the case may now be presented to the British government in a shape that may satisfy it that the transaction was not intentional.	436
571	Mr. Adams to Mr. Seward.	Jan. 14	Has concluded to postpone action in Mr. Eastman's case until it can be ascertained whether Lord Russell has made any representation through Lord Lyons. Does not find from the depositions that Mr. Eastman is seriously implicated.	438
819	Mr. Seward to Mr. Adams.	Jan. 18	After reading No. 561 from Mr. Adams, it is not easy to discover the points of difference between the consul's statements and the opposing ones. Renews instructions to investigate; if necessary remove the consul, and report.	438
584	Mr. Adams to Mr. Seward.	Jan. 28	Has concluded to defer any action under the instructions to open the case of alleged improper enlistments, until either Lord Russell shall take some new step in the matter, or else Mr. Seward shall again renew the instructions.	439
843	Mr. Seward to Mr. Adams.	Feb. 13	Approves Mr. Adams's course in leaving the complaint about the Kearsarge at rest.	439
607	Mr. Adams to Mr. Seward.	Mar. 3	Infers from Lord Russell's reply to the complaint of Lord Clauricarde, made in the	440

ALLEGED FEDERAL RECRUITING IN IRELAND—Continued.

No.	From whom and to whom.	Date.	Subject.	Page.
		1864.		
620	Mr. Adams to Mr. Seward.	Mar. 18	House of Lords, about the Kearsarge, that the letter of Commander Winslow was construed as putting an end to the question. Transmits copy of the proceedings in the Crown court in the case of the men received in the Kearsarge. The use of the most extraordinary misrepresentations by the presiding judge to discourage emigration to America, is one of the marked features of the transaction. The persons of much more influence will next be tried. There is little expectation of a similar verdict of guilty in their case.	440
880	Mr. Seward to Mr. Adams.	Mar. 21	In regard to the conversations held with Lord Russell touching affairs in Ireland. The government neither authorizes nor even knows of any proceedings for recruiting in Ireland. Recruiting is active in large American cities, and it is not impossible that persons may have extended it among the emigrating population of Ireland. It is not known to be true, however. Mr. Adams is authorized, in his discretion, to address circular letter to consuls in Ireland cautioning all American agents to refrain from violation of British enlistment laws.	440
893	.....do	April 4	While United States has no objection to proceedings against persons who attempted to enlist on Kearsarge, it is entitled to claim that pending prosecutions against British subjects engaged in forming insurgent naval expeditions shall be conducted with energy and dispatch.	441
644	Mr. Adams to Mr. Seward.	April 8	Inclosing, first, Lord Russell's note, covering newspaper report of the trial of the men alleged to have been enlisted on the steamer Kearsarge, and asking for any explanation that Mr. Adams might have to make. Mr. Adams's reply thereto, containing the explanatory statement requested. Second, Mr. Adams's note to Lord Russell, requesting permission for the Kearsarge to remain in the Victoria dock, at London, for repairs. Reply of Lord Russell, complaining of Captain Winslow's conduct in other respects, and omitting all notice of the permission asked for. Mr. Adams rejoins, considering Lord Russell's note as a refusal, that Captain Winslow should be directed to leave. The Kearsarge, however, left before the reception by the captain of Mr. Adams's notice to quit.	441
	Do.....	April 8	Incloses private circular addressed to the four consuls in Ireland, enjoining upon them unusual caution in their relations with people in Ireland desiring to emigrate to the United States.	447
658do	April 14	It is quite plain that there was some connivance on board the Kearsarge in the scheme	448

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ALLEGED FEDERAL RECRUITING IN IRELAND—Continued.

No.	From whom and to whom.	Date.	Subject.	Page.
		1864.	of enlisting the Irishmen. Haley, the Irish petty officer, seems to have prompted the action. Investigation of the matter is necessary. Encloses Lord Russell's note regretting that officers Thornton and Haley should still be retained in the United States service, and also his note enclosing extracts from Daniel O'Connell's deposition, which states that he was clothed with the uniform of a United States sailor, and was sworn with the knowledge of the officers of the United States ship of war Kearsarge. Mr. Adams replies; reviews the testimony of O'Connell and Lynch, and promises to communicate the wish for further investigation of the case to the government of the United States.	
667	Mr. Adams to Mr. Seward.	April 22	Has anticipated the suggestion contained in No. 893, from Mr. Seward, by a note to Lord Russell, based on the depositions of twenty-one persons enlisted by rebel agents. Copies will be sent by next mail.	451
	Lord Lyons to Earl Russell.	May 3	In regard to the complaints of the practices by which the enlistment of many British subjects into the United States Army has been procured. General Dix's report to the War Department of the improper means employed by brokers and agents to effect enlistments. In the two cases where British subjects have been condemned to death for desertion the sentence has not been executed.	451
941	Mr. Seward to Mr. Adams.	May 7	The Secretary of the Navy informs Mr. Seward that it would not comport with the interests of the service to order the Kearsarge home at present to investigate charge against Captain Winslow. When the vessel returns the charge will be investigated.	453
947	..... do	May 16	Repeating the reasons in instruction No. 941. Mr. Seward adds that when the Kearsarge can with safety be ordered home the charges against the officers will be investigated, and if any are found guilty a proper punishment will be meted out to them.	454
718	Mr. Adams to Mr. Seward.	June 16	Transmits debate in House of Lords on the subject of enlistments. Lord Russell fails to discriminate between the act of one party, which persistently enlists men in violation of the obligation of neutrality as well as the municipal law of the kingdom, and the act of the other, which only accepts men voluntarily resorting to the United States for the purpose of there offering to take service. Though Lord Russell promises Lord Clanricarde that if he will produce evidence to prove the enlistment of any person in England by the authority of the United States, proceedings shall be at once commenced, Mr. Adams has yet to learn that a single case of enlistments for the insurgent forces has been	454

ALLEGED FEDERAL RECRUITING IN IRELAND—Continued.

No.	From whom and to whom.	Date.	Subject.	Page.
		1864.	taken up with the smallest degree of energy. There is pressure in Parliament on the ministry whenever complaint of the action of the United States is in question. Comments upon the sentiment in England.	
998	Mr. Seward to Mr. Adams.	June 20	Approves Mr. Adams's note of the 23d of May to Lord Russell, concerning enlistments for the insurgent marine service in British ports. Mr. Adams's urgency is commended.	456
1015	.....do	July 2	The debate in the House of Lords in regard to the alleged American violations of the enlistment laws of Great Britain has excited much attention in the United States. The Senate has called for information. A copy of the President's reply is inclosed.	456
756	Mr. Adams' to Mr. Seward.	July 29	Transmits debate in House of Commons on the subject of enlistments. Disposition to emigrate to the United States, which prevails among the poorer classes in Great Britain, excites uneasiness. Coming, as it does, upon the general desire of the higher classes that the Union should be broken up, no difficulty remains in accounting for the peculiar tone of the speakers in the debate.	456
1068	Mr. Seward to Mr. Adams.	Aug. 15	Observes, from Mr. Adams's No. 756, that the tone of the House of Commons is less inimical and disrespectful to the United States than that lately exhibited in the House of Lords. Examination and explanation of the circumstances attending the enlistment of arrived immigrants into the army of the United States. The emigration from Europe, instead of being new and anomalous, dates from the sixteenth century, and is a process by which society in Europe is relieved and civilization in America instituted. The success of the African slave trade is insured if the insurgents succeed, and the principle of property in slaves will be spread through the continent of North America and its adjacent islands. An enlarged view of the question will make it apparent that Great Britain is hardly less interested than United States in the success of the emigration to America.	457
819	Mr. Adams to Mr. Seward.	Nov. 25	Mr. Dudley has reported the institution of proceedings in regard to the detention of the ship Great Western, by order of the British government, on the allegation of some violation of the provisions of the foreign enlistment act. Comments thereon. No communication has yet been made by Lord Russell.	458
	Earl Russell to Lord Lyons.	Nov. 26	The government of the United States has permitted recruiting agents to enlist British subjects, while under the influence of opiates and drugs.	459
1185	Mr. Seward to Mr. Adams.	Dec. 9	Has received from Liverpool explicit information concerning the detention of the	459

ENFORCEMENT OF NEUTRALITY.

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PROSECUTIONS OF REBEL AGENTS.

No.	From whom and to whom.	Date.	Subject.	Page.
		1864.		
390	Mr. Wilding to Mr. Seward.	Nov. 18	Great Western at that port. Repeats that the United States has no knowledge of any design to enlist recruits for its army within British jurisdiction. Any person violating British laws will be left to their penalties. If any undue interference with citizens of the United States shall have occurred, prejudicial to their legal rights, protests may be made. Incloses newspaper extracts in regard to the alleged recruiting for the federal army and the shipment of the recruits on the Great Western. Two hundred men preparing to embark upon the Great Western were appealed to by confederate agents, who induced fifty of them to refuse to go on board. Out of four hundred passengers but two could be induced to disembark by British officers sent on board for that purpose. It appears that Messrs. Bliss, Ward & Roosevelt, of New York, made an agreement with the owners of the Great Western to pay the passage of one hundred persons with a view to giving them employment in the United States for at least one year. Captain Byrne, who was sent over to superintend the embarkation of the passengers, disappeared as soon as the stir began about improper emigration with a view to enlistments in the American army. Knowledge of this circumstance by the British government may account for detention of Great Western.	460
845	Mr. Adams to Mr. Seward.	Dec. 29	The release of the Great Western has disposed of the questions involved in its detention.	463

PROSECUTIONS OF REBEL AGENTS.

567	Mr. Adams to Mr. Seward.	1864. Jan. 8	Is informed that prosecutions are in contemplation against several commercial houses who have been engaged in promoting plots of the rebels and their British sympathizers. Propriety of the British government initiating the prosecutions. Reviews the policy of the British ministry in such cases and the general result of similar prosecutions. Case of Victor.	464
579	..... do	Jan. 21	Prosecutions have been commenced not only against parties at Liverpool, but against one of the principal officers in the dock yard at Sheerness, for violation of the enlistment law. Indications of this policy.	465
585	..... do	Jan. 28	It appears from the tone of a leader in the London Times that the prosecutions against Rumble for complicity in the proceedings of the steamer Victor, alias Scylla, alias the Rappahannock, and against	465

PROSECUTIONS OF REBEL AGENTS—Continued.

No.	From whom and to whom.	Date.	Subject.	Page.
		1864.		
737	Mr. Adams to Mr. Seward.	July 7	Messrs. Jones & Co., are conducted more to satisfy the demands of the United States than from an intention to punish the offenders. The suits against the two iron-clads at Liverpool will come to trial next month. The influence of the difficulties in the north of Europe upon the issue of the iron-clad cases.	465
748	..... do	July 15	Proceedings under the enlistment act have been instituted by the British government against Campbell, at Liverpool, and Seymour, in London, removes necessity of immediate complaints of the unequal action of Great Britain towards the belligerents.	466
1045	Mr. Seward to Mr. Adams.	July 28	John Seymour pleaded guilty to the charge of violating the foreign enlistment act by inducing men to enlist upon insurgent vessels of war. Incloses Times containing proceeding in the case.	466
759	Mr. Adams to Mr. Seward.	Aug. 18	President fears that the clemency of the British government in discharging Seymour without punishment is ill-judged. President will patiently wait to see whether that decision has the salutary effect which is expected by Great Britain.	467
1098	Mr. Seward to Mr. Adams.	Sept 20	Incloses newspaper reports of further trials held at Liverpool for violations of the foreign enlistment act. The case of Rumble.	467
819	Mr. Adams to Mr. Seward.	Nov. 25	The discharge, in two instances, of persons on penal obligation not to repeat the offence of violating the enlistment laws, has very little tendency to vindicate the laws or assure the neutrality of Great Britain. The President will reserve the definitive disposition of the subject until the result of the Rumble trial shall be made known.	468
830	.....do	Dec. 8	The proceedings against Messrs. Jones and Highatt, for enlisting seamen for the rebels at Liverpool, has terminated in a verdict <i>pro forma</i> , with nominal penalty, to which the parties consented. Incloses report of the trial. The timidity of the law officers.	468
	Earl Russell to Lord Lyons.	Dec. 8	Transmits report of proceedings in the court of Queen's Bench in the case of the Crown against Rumble. There is no reasonable doubt of his guilt, but it is equally certain that great efforts will be made to clear him.	468
1203	Mr. Seward to Mr. Adams.	Dec. 26	Transmitting copy of the dispatch of the British consul at Teneriffe, stating circumstances under which the Sea King came into the possession of confederates. Arrangements have been made to investigate the case, and to prosecute Captain Corbett for violation of the foreign enlistment act.	469
			The end of the trial of Rumble is looked for with great interest.	

ENFORCEMENT OF NEUTRALITY.

XLVII

PROSECUTION OF REBEL AGENTS—Continued.

No.	From whom and to whom.	Date.	Subject.	Page.
857	Mr. Adams to Mr. Seward.	1865. Jan. 19	Incloses note transmitting to Lord Russell intercepted correspondence relating to the transactions of the confederate agent, James D. Bullock, with Messrs. Jones and Highatt, and with Mr. Bold, all believed to be subjects of Great Britain. Probable prosecution of Jones, Highatt & Co., by British government. The captain of the Peruvian corvette Union is to be prosecuted also for violation of foreign enlistment act.	469
869	..... do	Feb. 3	Incloses the London Times containing report of the proceedings in the case of Mr. Rumble.	474
872	..... do	Feb. 9	Incloses report of the close of the trial of Mr. Rumble. Is of the opinion that no justice to the United States can be expected from pressing prosecutions under the enlistment act in the courts of Great Britain. Describes the process of prosecution, the duty devolving upon the United States, and the impossibility of fulfilling it, in the face of odds in the way of prejudice and predetermined opinions upon the part of the jury.	475
890	..... do	Mar. 9	Transmits Lord Russell's note, stating that in view of the facts in the case of the Scylla, the lords commissioners of the admiralty have decided to place Mr. Rumble upon half pay as an officer in whom they can no longer place any confidence.	476
	Earl Russell to Mr. Adams.	Feb. 18	He has received from the lords commissioners of the admiralty a report of the proceedings of the court of inquiry held under their orders, at Sheerness, to ascertain the truth of the assertion that a government tug accompanied the Scylla or Rappahannock on the night of her departure from Sheerness harbor. It seems that the court are satisfied that no government vessel accompanied the Scylla.	477
1313	Mr. Seward to Mr. Adams.	Mar. 21	In the opinion of the United States, the acquittal of Rumble was contrary to the law and evidence submitted in the case; but the British government seem to have acted in good faith in the prosecution. The responsibility for the failure of the prosecution seems to fall upon the jury, who, without doubt, rendered their verdict under the influence of national enmity to the United States. Under the circumstances the United States cannot deem themselves called upon to appeal to British tribunals for the enforcement of British neutrality laws. The remaining insurgent cruisers, which are the results of British patronage and favor, are only kept at bay by United States watchfulness, and not through British interposition. Requests that the wrong may be rescinded.	477
1321	..... do	Mar. 25	Accepts with satisfaction the act of the British government concerning case of Mr. Rumble.	9

THE SUMTER.

No.	From whom and to whom.	Date.	Subject.	Page.
1099	Mr. Adams to Mr. Seward.	1865. Dec. 1	Incloses report of proceedings in case of Captain P. S. Corbett, who stands charged with having enlisted certain British subjects on board the Sea King alias Shenandoah, in violation of the foreign enlistment act.	479
1630	Mr. Seward to Mr. Adams.	Dec. 18	The actual result of the case of Captain Corbett, before the Court of Queen's Bench, excites no surprise in Washington.	479

REBEL CRUISERS.

THE SUMTER.

84	Mr. Seward to Mr. Adams.	1861. Sept. 10	Incloses copy of letter from Mr. Bernard in reference to connivance of the authorities of the island of Trinidad with the rebels. Mr. Adams is instructed to represent the matter to the British government and ask for redress.	483
50	Mr. Adams to Mr. Seward.	Sept. 28	Has mentioned the subject of the reception of the rebel cruiser Sumter by the authorities at Trinidad to Lord Russell, who said that it had been referred to the Crown lawyers for report. Will make formal representation in a few days.	483
53	.....do.....	Oct. 4	Transmits copy of his note to Lord Russell, complaining against the official reception and the supplying of the Sumter at Trinidad after she had destroyed eleven American vessels, as shown by the inclosed letter from Mr. Bernard, and requesting the adoption of measures to prevent such proceedings in the future.	484
58	.....do.....	Oct. 11	Incloses copy of Lord Russell's note stating that the law officers of the Crown have decided that the action of the authorities at Trinidad, in receiving the Sumter and allowing her to take on supplies, was in accordance with her Majesty's proclamation of neutrality.	485
112	Mr. Seward to Mr. Adams.	Oct. 29	Has received No. 58. The armament, the spurious commission, and the depredations of the Sumter constitute her a pirate. The President deeply regrets that the British government can give no satisfactory answer to our complaint against her acknowledgment and toleration by their colonial authorities. The United States will consider the course to be pursued for the protection of their commerce, but trust that her Majesty's government will reconsider their determination.	486
	Lord Lyons to Earl Russell.	Nov. 4	Relates to conversation with Mr. Seward, in which the latter, referring to the Sumter's reception at Trinidad, stated that the Dutch and other governments had adopted a rule limiting the stay of rebel vessels in their ports to twenty-four hours;	487

REBEL CRUISERS.

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THE SUMTER—Continued.

No.	From whom and to whom.	Date.	Subject.	Page.
		1861.	to which Lord Lyons replied that in this matter each government probably followed its own precedents, but that the English rule prohibiting belligerent vessels from bringing prizes into British ports was stricter than that of France and many other powers.	
	Earl Russell to Lord Lyons.	Dec. 19	In answer to Mr. Seward's complaint of the treatment of the Sumter by the colonial authorities, Earl Russell declares that the reception and privileges accorded her at Trinidad were the same as had been previously granted by the Dutch and French authorities at the islands of Martinique and Curaçoa.	488
99	Mr. Adams to Mr. Seward.	1862. Jan. 10	The Sumter has arrived at Cadiz, having destroyed three vessels on her way from Rio. In event of war between the United States and England it is said the rebels propose to start out five vessels from European ports. Their outfits are not yet completed. The Tuscarora is at Southampton.	489
3	Mr. Sprague to Mr. Seward.	Jan. 25	Incloses correspondence held with colonial authorities at Gibraltar, relative to arrival and depredations of the Sumter. She has not coaled and is not yet ready for sea.	489
103	Mr. Adams to Mr. Seward.	Jan. 30	At Mr. Sprague's request transmits copies of letter and telegrams from him, and of his correspondence with the colonial authorities at Gibraltar, inclosing sworn protests and depositions of officers of American vessels destroyed by the Sumter. Mr. Sprague protested against the equipment or supply of the Sumter. The governor replied that the Queen's proclamation would be strictly observed. The twenty-four-hour rule, (that vessels of one belligerent shall not follow those of the other out of neutral ports within twenty-four hours) would be enforced. The Gibraltar coal companies refused to furnish the vessel with coal.	490
5	Mr. Sprague to Mr. Seward.	Feb. 7	Incloses copy of his letter to Mr. Adams. The Sumter is still at Gibraltar. She is receiving clothing from Southampton and water from shore. The authorities refuse to allow her men, who have come on shore, to be forcibly taken back to the ship. Mr. Sprague recommends that a federal vessel be sent to watch her proceedings.	500
6	.....do.....	Feb. 18	The United States steamer Tuscarora has arrived at Gibraltar. The Sumter is still in port and has not yet coaled. Incloses copies of further correspondence with the colonial authorities.	502
117	Mr. Adams to Mr. Seward.	Feb. 20	Transmits copies of dispatches from Mr. Sprague, (one of which arrived with the consular seal broken,) and inclosed correspondence with the colonial authorities at Gibraltar. Captain Semmes, of the Sumter, complained to the governor that the	502

L

REBEL CRUISERS.

THE SUMTER—Continued.

No.	From whom and to whom.	Date.	Subject.	Page.
		1862.	United States consul had enticed away the seamen of that vessel; to which Mr. Sprague replied that they had voluntarily asked his protection and had been referred to the local authorities. The governor advised Mr. Sprague to have nothing to do with them. The feeling of British officials appears to be unfriendly. The Sumter is still in port, being unable to procure coal. The new rules laid down by Earl Russell, (January 31,) limiting the stay of belligerent vessels in British ports to twenty-four hours, unless in case of distress, were to go into effect at Gibraltar on the 19th.	
8	Mr. Sprague to Mr. Seward.	Mar. 14	Incloses copies of two communications to Mr. Adams, to the effect that the Sumter is still in port, surrounded by United States vessels of war.	506
280	Mr. Adams to Mr. Seward.	Dec. 24	Transmits copies of letters, inclosures, and telegrams from Mr. Sprague. The Sumter was privately sold by authority from Captain Bullock, rebel agent at Liverpool. The sale was not consummated, for lack of authority from Mr. Mason, and was finally canceled and the vessel advertised for sale at public auction. Mr. Sprague hereupon protested, on the ground of her being a prize captured from United States citizens by the rebels, and stated that she would be liable to recapture; to which the governor replied that no proof of her being such prize had been furnished. Mr. Sprague claimed that the sale was for the purpose of avoiding a capture, and therefore illegal. The governor published a notice of the consul's protest for the information of bidders, and also of the statement of the captain of the Sumter that the steamer had been regularly purchased in New Orleans. Mr. Adams instructed Mr. Sprague to protest against the sale, if apparently made for the purpose of getting her out of danger with intent to resume her piratical character, but to acquiesce if it appear to be a bona fide transaction. The vessel was finally sold to an Englishman and commenced to load; she will be convoyed to sea if necessary.	507
184	Mr. Dudley to Mr. Seward.	Dec. 27	M. G. Klingender, of Liverpool, will probably purchase the Sumter for Fraser, Trenholm & Co.	515
186	..... do	Dec. 31	As expected, Klingender has purchased the Sumter. She is probably as much Confederate property as before the sale, and should be captured.	515
		1863.		
287	Mr. Adams to Mr. Seward.	Jan. 1	Incloses copy of his note to Lord Russell, asserting his belief that the sale of the Sumter was fraudulent, asking her Majesty's government to prevent any damage to the United States ensuing therefrom, or, in default of such prevention, declining to	516

REBEL CRUISERS.

LI

THE SUMTER—Continued.

No.	From whom and to whom.	Date.	Subject.	Page.
		1863.		
292	Mr. Adams to Mr. Seward.	Jan. 8	recognize the validity of the sale should the Sumter be overhauled by United States vessels. Being fully satisfied of the fraudulent character of the Sumter's sale, has instructed Mr. Sprague and naval officers at Gibraltar not to recognize its validity and to capture the vessel if she attempt to leave under a British flag. Incloses note from Lord Russell stating that the matter is under consideration by the law officers of the Crown. The Sumter has not yet left.	517
305	.....do.....	Jan. 23	Incloses note from Lord Russell, stating that no protection will be afforded the Sumter outside of British jurisdiction, but that her nominal owners will have the right to appeal to the prize court, where she may be adjudicated. Has telegraphed Mr. Sprague to that effect, and that she should be captured. Mr. Sprague has notified our naval commanders. The Sumter is coaling and provisioning.	518
324	.....do.....	Feb. 13	The Sumter has left Gibraltar, bound westward. It was impossible, on account of the gale, to notify the Chippewa.	519
32	Mr. Dudley to Mr. Seward.	Feb. 17	Announces the arrival of the Sumter at Liverpool for repairs. In view of her fraudulent sale at Gibraltar, has suggested to Mr. Adams the propriety of a protest against her being allowed to refit.	519
333	Mr. Adams to Mr. Seward.	Feb. 20	Transmits copy of his note to Lord Russell, asking his attention to the bearing of her Majesty's proclamation limiting the stay of belligerent vessels, upon the case of the Sumter recently brought to Liverpool for repairs after having undergone a fictitious sale.	519
40	Mr. Dudley to Mr. Seward.	Feb. 28	The Sumter is being repaired at Birkenhead.	520
349	Mr. Adams to Mr. Seward.	Mar. 13	Incloses note from Lord Russell, stating that her Majesty's government cannot assume that the sale of the Sumter was fraudulent, and unless that fact can be established the vessel does not come within the proclamation.	520
44	Mr. Dudley to Mr. Seward.	Mar. 6	The Sumter has finished her repairs, is ready to receive an armament, and is provisioned for a cruise. She will probably go out again as a pirate.	521
352	Mr. Adams to Mr. Seward.	Mar. 19	Incloses copy of his note to Lord Russell, citing British precedents against the legality of even a bona fide purchase of belligerent vessels by neutrals, and protesting against the recognition of the validity of the transfer of the Sumter.	522
50	Mr. Dudley to Mr. Seward.	Mar. 20	Incloses published answer of Earl Russell to a protest of the Manchester Union and Emancipation Society, against the fitting out of vessels for the rebels, stating that evidence on oath is necessary to convict in prosecutions under the foreign enlistment act. Also incloses slip from London Star,	523

THE SUMTER—Continued.

No.	From whom and to whom.	Date.	Subject.	Page.
		1863.		
523	Mr. Seward to Mr. Adams.	Mar. 24	stating that the Sumter, now called the Gibraltar, is ready for sea. Refers to the fact that Klingender & Company, agents of the rebels in Liverpool, are also owners of the Sumter.	524
58	Mr. Dudley to Mr. Seward.	April 3	The Sumter, (now Gibraltar,) has not yet sailed. She is undoubtedly bound for another piratical cruise. Has written about her to consuls at Fayal and Funchal.	524
368	Mr. Adams to Mr. Seward.	April 9	Incloses copy of Lord Russell's note, based on newspaper paragraph, calling the Sumter a "confederate war vessel," to the effect that that steamer had been closely watched by the authorities at Liverpool, that nothing suspicious had yet been found in regard to her, but that the authorities would continue their vigilance. Also incloses copy of his reply, expressing gratification at the information and the spontaneous manner in which it was communicated.	525
389	..... do	April 24	Incloses copy of Lord Russell's note in reply to his of March 14, protesting against the recognition of the transfer of the Sumter, (transmitted with No. 352,) stating that while Great Britain, being neutral, cannot deny her subjects the right to purchase vessels of war from a belligerent, she has never denied the right of the other belligerent to disregard such transfer, leaving the question to be decided in the prize court where the vessel, if captured, is taken for adjudication. Also incloses copy of his reply reasserting his former position, that Great Britain, as a neutral, was recognizing the validity of a transaction which, as a belligerent, she had steadily denied.	526
586	Mr. Seward to Mr. Adams.	May 7	Has received No. 389, and approves Mr. Adams's position in correspondence concerning the Sumter.	528
414	Mr. Adams to Mr. Seward.	May 14	Transmits Lord Russell's note, closing the correspondence in reference to the validity of the Sumter's transfer, by asserting the determination of her Majesty's government to abide by the principles of international law, heretofore maintained by them in the course of the present war.	528
81	Mr. Dudley to Mr. Seward.	May 22	The Sumter is preparing to sail, probably as a privateer. She is entered to load for Callao by Klingender & Co.	529
84	..... do	May 29	The Sumter is taking on board an iron framework, resembling a pivot bridge. It is reported that Captain Reed, of the rebel navy, is to command her.	529
86	..... do	May 30	The frame-work taken on board the Sumter was made by the Mersey Forge Company, and is believed to be an iron turret for some war vessel. Guns to accompany it are to be placed on board this evening.	530
89	..... do	June 5	Incloses report from a reliable party inside the Mersey Iron and Steel Works, showing that they have been manufacturing armor, guns, and machinery for confederate vessels.	530

REBEL CRUISERS.

LIII

THE NASHVILLE.

No.	From whom and to whom.	Date.	Subject.	Page.
425	Mr. Adams to Mr. Seward.	1863. June 5	Transmits copies of his notes to Lord Russell, with inclosures, showing that the Sumter is being fitted out for warlike purposes. Lord Russell replies that the surveyor at Liverpool has private information that it is not intended to refit her as a war vessel; but that the matter will receive the consideration of the government.	532
89	Mr. Dudley to Mr. Seward.	June 10	The impression now is that the Sumter will run the blockade with her cargo of arms and munitions of war. The two guns are still to be put on board.	535
	Do	June 24	Has informed the customs authorities that the Sumter has taken on two large guns. They refuse her a clearance, or permission to ship the guns.	536
102	.....do	July 1	The collector refuses to clear the Sumter with the guns on board, and threatens to seize her if she attempts to sail without a clearance. From a discussion in Parliament last night, however, it seems that the government has given in, and she will be allowed to sail with the guns on board.	536
103	.....do	July 3	The Sumter has sailed with guns and cargo, believed to be for Lairds' iron-clads. She has not cleared, but will probably do so next week.	537
104	.....do	July 4	The clearance of the Sumter, for Nassau, appears in this morning's papers. Her captain is a southerner, named Reid, and Klingender is her consignee.	537
449	Mr. Adams to Mr. Seward.	July 10	The Sumter has sailed with large cargo of cannon and stores. The government attempted to stop her, but desisted on being told that the guns were sent as freight. No attention has been paid Mr. Adams's representations as to the law of the case. The government which, when itself belligerent, denied a neutral's right to purchase belligerent vessels, has permitted its own subjects to do so while itself neutral. Of course the ship cannot be reclaimed if captured by United States vessels.	537

THE NASHVILLE.

10	Mr. Wells to Mr. Seward.	1861. Nov. 1	Announces the arrival at Bermuda of the rebel steamer Nashville, from Charleston for Liverpool. Incloses copies of his letters to the governor protesting against her being supplied with coal, and the governor's answer, stating that she had been refused permission to supply herself from government dock-yard. She will be supplied by private parties, notwithstanding remonstrances, but cannot leave within six days. She has no armament. Will endeavor to notify United States vessels.	538
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THE NASHVILLE—Continued.

No.	From whom and to whom.	Date.	Subject.	Page.
13	Mr. Wells to Mr. Seward.	1861. Nov. 8	Showing assistance given by British authorities at Bermuda in supplying the Nashville with coal, and unusual courtesies extended to her officers. The Nashville left on the 5th inst., having taken on five hundred tons, and purchased four hundred more, to be furnished to any other confederate vessel which might arrive. Steamer Fingal, from Glasgow, with supplies, has left ostensibly for Jamaica, having taken a Charleston pilot from the Nashville.	540
	The secretary to the admiralty to Mr. Hammond.	Nov. 21	Inclosing copies of telegrams between admiralty and the superintendent of packets at Southampton, in reference to the arrival there of confederate war steamer Nashville, and her burning of American Havre packet ship; and requesting instructions as to her landing and receiving supplies.	541
76	Mr. Adams to Mr. Seward.	Nov. 22	Has heard from Consul Britton of the Nashville's arrival at Southampton, and of the capture and destruction by her of the American ship Harvey Birch. Has seen Captain Nelson, of the latter vessel, and will have testimony put in shape for presentation to the British government, with an application for its intervention.	542
	Mr. Britton to Mr. Seward.	Nov. 22	Has informed Mr. Adams of the arrival of the Nashville at Southampton, and of the destruction by her of the Harvey Birch.	542
	Mr. Hammond to the secretary to the admiralty.	Nov. 22	*Earl Russell requests that the admiralty give directions not to allow the Nashville to complete her equipment or to take in arms.	543
	The secretary to the admiralty to Mr. Hammond.	Nov. 22	Incloses for Earl Russell's information copies of letters and telegrams from Captain Patey, announcing arrival, and giving description of the Nashville. The officers and crew of the Harvey Birch, destroyed by her, have been released and placed on shore. The vessel goes into dry-dock for repairs.	543
77	Mr. Adams to Mr. Seward.	Nov. 23	Has advised Captain Nelson to commence legal proceedings against the master of the Nashville to recover his property captured in the Harvey Birch. Transmits copy of his note to Lord Russell calling his attention to inclosed deposition of Captain Nelson; also, to the avowed design of the Nashville to refit in England, and asking whether the British government will not regard her as a pirate, and if not, whether she will be allowed to refit in violation of the Queen's proclamation; also, reminding Lord Russell of the prompt action taken by the United States government upon complaint of British minister against the bark Maury in 1855.	544
38	Mr. Morse to Mr. Seward.	Nov. 23	Public indignation is strong against the action of the Nashville in burning the Harvey Birch. An officer has been sent to	549

REBEL CRUISERS.

LV

THE NASHVILLE—Continued.

No.	From whom and to whom.	Date.	Subject.	Page.
		1861.	the former to demand chronometer, &c., taken from latter vessel. This action, it is hoped, will force the commander of the Nashville to show his commission.	
	The secretary to the admiralty to Mr. Hammond.	Nov. 23	Inclosing, for Earl Russell's information, copy of shipping articles of the Nashville; of the commission of Charles M. Fauntleroy, as lieutenant in the confederate navy; and of order detailing Lieutenant Bennett for duty on board the Nashville.	550
	Messrs. Oliver-son, Lavie, and Peachey to Earl Russell.	Nov. 25	Have applied to Southampton magistrates, in behalf of Captain Nelson, for warrant on Captain Peagram, of the Nashville, to recover property taken from the Harvey Birch, and request Lord Russell to authorize said magistrates to grant said warrant.	551
	Mr. Clive to Mr. Hammond.	Nov. 25	Incloses copies of letters to the commissioners of customs and mayor of Southampton, referring them to the foreign enlistment act and the Queen's proclamation, for instructions, should the Nashville attempt to complete her equipment, and asking the purpose of her visit.	552
	Mr. Wilson to Mr. Seward.	Nov. 27	Incloses copy of Lord Russell's note, stating that no violation of the foreign enlistment act will be permitted by the Nashville.	553
	Mr. Layard to Messrs. Oliver-son, Lavie, and Peachey.	Nov. 27	Informs them that Lord Russell has no power to authorize Southampton magistrates to issue warrant against commander of the Nashville.	553
	Mr. Layard to Mr. Clive.	Nov. 27	Transmits copy of letter from Messrs. Oliver-son, Lavie, and Peachey to Lord Russell, asking him to authorize magistrates at Southampton to issue warrant against commander of the Nashville for recovery of property taken from the Harvey Birch, and of his answer declining to grant such authority.	554
79	Mr. Adams to Mr. Seward.	Nov. 29	Incloses copy of Lord Russell's letter, stating that inasmuch as the Nashville is a regularly commissioned confederate ship of war, her destruction of the Harvey Birch was an act of legitimate warfare; that orders had already been given to prevent her violation of the foreign enlistment act, or of the Queen's proclamation, and that if any further measures were necessary they would be taken. Mr. Adams has declined requests of private parties for authority to capture the Nashville, though such a proceeding would be according to English doctrine. He recommends letting the subject of the Nashville rest until after the excitement caused by the capture of Mason and Slidell has subsided.	554
	Mr. Elliot to Mr. Hammond.	Nov. 29	Incloses copy of dispatch from Governor Ord, of Bermuda, reporting his proceedings in reference to the Nashville while at that port; copy of instructions sent him by the	556

THE NASHVILLE—Continued.

No.	From whom and to whom.	Date.	Subject.	Page.
		1861.		
39	Mr. Morse to Mr. Seward.	Nov. 30	Duke of Newcastle to the effect that foreign consuls have no right to seize any vessels in British waters, and that colonial authorities cannot prohibit exportation of arms, munitions of war, or supplies, unless the foreign enlistment act is violated, and then can only act in accordance with law; also copy of proposed dispatch from the Duke of Newcastle to governor Ord, approving his action in the case of the Nashville.	559
44	.....do.....	Dec. 7	Has endeavored, but failed, to ascertain whether the Nashville is regularly commissioned by the insurgents. Claims that Lieutenant Peagram's commission is merely personal, and does not assign him to any ship. Incloses opinion of lawyers, and letters showing failure to procure warrant. Fears that nothing can be done to determine character of the vessel.	562
	Mr. Hammond to Mr. Elliot.	Nov. 30	As anticipated, can do nothing to ascertain whether the Nashville is a privateer, a confederate ship in commission, or a pirate. Earl Russell concurs in the proposed dispatch to Governor Ord, approving his proceedings in reference to the Nashville.	562
	Mr. Adams to Earl Russell.	Dec. 2	Has received Lord Russell's note of November 28. Regrets the liberal construction given to the evidence of the character of the Nashville, but expresses satisfaction at orders issued to prevent violations of neutrality.	563
84	Mr. Adams to Mr. Seward.	Dec. 6	The Nashville is now being repaired, and will probably leave near the end of the month, to cruise against the United States. If proper evidence could be obtained, Lord Russell would try to procure her condemnation. Captain Nelson has failed to get his case before the courts.	563
86	.....do.....	Dec. 11	Transmits copy of Lord Russell's note, with inclosures showing the character of repairs necessary to be made on the Nashville.	563
141	Mr. Seward to Mr. Adams.	Dec. 12	Has received No. 77, and approves Mr. Adams's representations in reference to the Nashville.	565
	Mr. Waddington to Mr. Hammond.	Dec. 16	Incloses letter from Southampton town clerk to the effect that the Southampton is in dock being repaired.	566
	Mr. Hammond to the secretary to the admiralty.	Dec. 19	Incloses papers showing that the Nashville is being repaired at Southampton, and requests, by direction of Lord Russell, that the naval officer at that port be instructed to visit her and report.	566
46	Mr. Morse to Mr. Seward.	Dec. 20	Incloses affidavit of Frederick Williams, cook on board the Nashville.	567
154	Mr. Seward to Mr. Adams.	Dec. 30	Has received No. 86. Is gratified to learn of attention paid by British government to repairs of the Nashville.	567
		1862.		
	Mr. Hammond to Sir F. Rogers.	Jan. 1	Transmitting note from Mr. Adams, inclosing deposition of Frederick Williams, showing	567

REBEL CRUISERS.

LVII

THE NASHVILLE—Continued.

No.	From whom and to whom.	Date.	Subject.	Page.
		1862.		
97	Mr. Adams to Mr. Seward.	Jan. 2	that the commander of the Nashville represented her to the governor of Bermuda as a merchant vessel. Transmits copy of Lord Russell's note, inclosing papers showing the extent of repairs on the Nashville; also copy of his note to Lord Russell inclosing deposition of Frederick Williams, showing that the commander of the Nashville had represented her to the governor of Bermuda as a merchant vessel; also copy of Earl Russell's reply, stating that a correct account of the representations made by the commander of the Nashville will be procured from the governor of Bermuda.	568
	The secretary to the admiralty to Mr. Hammond.	Jan. 10	Incloses copy of telegram from Captain Patey, stating that men from the United States ship Tuscarora had been discovered watching the Nashville, with orders to signal their ship should the latter leave port.	571
	Mr. Hammond to the secretary to the admiralty.	Jan. 10	Earl Russell thinks a man-of-war should be placed near Southampton to prevent hostilities between the Tuscarora and Nashville, in British waters, or pursuit by the former within twenty-four hours.	572
	The secretary to the admiralty to Mr. Hammond.	Jan. 11	Incloses copy of letter from captain of her Majesty's ship Dauntless to Captain Craven, of the Tuscarora, stating that he has received instructions to prevent hostilities between the Tuscarora and Nashville, in British waters, and calling his attention to the twenty-four-hour rule.	572
	Do.....	Jan. 11	Incloses telegram from Captain Patey, stating that captains of Tuscarora and Nashville have promised that one vessel will not follow the other within twenty-four hours, and both will observe strict neutrality.	573
	Do.....	Jan. 13	Transmits copy of letter from Captain Willcox, of Dauntless, inclosing note from Captain Craven.	573
	Do.....	Jan. 13	The Tuscarora has left Southampton and anchored outside of port.	574
	Do.....	Jan. 13	The Tuscarora has returned to her former anchorage.	574
	Do.....	Jan. 13	Incloses letter from Captain Patey, and copies of his correspondence with commanders of the Tuscarora and Nashville, who adhere to the twenty-four-hour rule.	575
	Do.....	Jan. 15	Incloses letter from Captain Patey, reporting his proceedings in regard to the Tuscarora and Nashville. The former has left Southampton.	576
103	Mr. Adams to Mr. Seward.	Jan. 17	The Tuscarora's presence at Southampton has changed the purpose of the rebels in regard to the Nashville. She will perhaps be sold. Incloses copy of Lord Russell's note, in reference to the landing of armed men from the Tuscarora for the purpose of watching the Nashville, and stating that neither this, nor hostilities in British waters, nor violation of the twenty-four-hour rule, can be permitted.	577

THE NASHVILLE—Continued.

No.	From whom and to whom.	Date.	Subject.	Page.
105	The secretary to the admiralty to Mr. Hammond.	1862. Jan. 22	The Tuscarora left Southampton on the 20th instant and anchored outside, but has since returned.	579
	Mr. Adams to Mr. Seward.	Jan. 24	The positions of the Tuscarora and Nashville are still unchanged.	579
	The secretary to the admiralty to Mr. Hammond.	Jan. 26	Transmits copy of Captain Patey's letter, asking whether the Tuscarora and Nashville should be allowed to remain indefinitely at Southampton, showing the possibility of a collision in harbor, and suggesting that they should be called upon for a written notice as to the time they intend to sail; also copy of his reply, giving orders in accordance with that suggestion.	579
	Do.....	Jan. 27	The Tuscarora has given notice of intention to put to sea to-morrow. Orders have been issued to notify the Nashville.	581
	Mr. Laird to the secretary to the admiralty.	Jan. 28	Has laid his note to Mr. Hammond, of yesterday, before Earl Russell.	581
	The secretary to the admiralty to Mr. Hammond.	Jan. 28	Incloses telegram from Captain Patey, announcing that commander of the Tuscarora had notified him that he had postponed her departure till the first fine day, to which Captain Patey replied that the weather was favorable and requested him to leave at once.	581
	Do.....	Jan. 29	The Tuscarora has left Southampton	582
	Do.....	Jan. 29	Incloses letter from Captain Patey, covering correspondence with Captain Craven in reference to postponement of the Tuscarora's departure.	582
	Mr. Layard to the secretary to the admiralty.	Jan. 30	Transmits copy of a note from Mr. Adams, inclosing Captain Craven's correspondence with Captain Patey in reference to the proceedings of the Tuscarora, and commenting upon the terms of the latter's letter of the 28th.	583
	Mr. Adams to Mr. Seward.	Jan. 30	Incloses copy of his note to Lord Russell, covering correspondence between Captains Patey and Craven, and requesting explanation of the seeming difference in treatment of United States and confederate ships. Also, copy of Lord Russell's note, stating that no discrimination is intended against the United States, but that it has been impossible to apply the same rule to both parties, for reasons which will be explained after communication with the admiralty board. Strict rules are about to be promulgated to prevent violations of neutrality.	583
108	Earl Russell to Mr. Adams.	Feb. 1	Incloses copy of London Gazette, containing rules previously referred to, and summary of board of admiralty's proceedings in reference to the Tuscarora and Nashville. The Tuscarora being, on January 30, at	596

REBEL CRUISERS.

LIX

THE FLORIDA.

No.	From whom and to whom.	Date.	Subject.	Page.
		1862.		
13	Mr. Dudley to Mr. Seward.	Feb. 4	anchor in Yarmouth Roads, the Nashville will not be compelled to go to sea until twenty-four hours after the Tuscarora's actual departure.	588
179	Mr. Seward to Mr. Adams.	Feb. 5	The Nashville has left Southampton. The Tuscarora is detained for twenty-four hours by a British man-of-war.	589
112	Mr. Adams to Mr. Seward.	Feb. 7	Has received No. 103, and approves Mr. Adams's proceedings relative to the Nashville. Expresses satisfaction at the desire of the British government to preserve the neutrality of its waters.	589
6	Mr. Allen to Mr. Seward.	Feb. 20	The Nashville has escaped. Captain Craven has signified his intention to abandon the pursuit, and to look after the Sumter, at Gibraltar.	589
6	.....do.....	Feb. 20	Incloses letter from Governor Ord, informing him that the British government will not allow the formation of a coal depot at Bermuda for either of the belligerents.	590
7	.....do.....	Feb. 22	Announces arrival for coal of the Nashville from Southampton. Her armament is unchanged. She has little, if any, cargo.	590
8	.....do.....	Feb. 25	The Nashville is getting coals from a British ship at Bermuda. She will probably go directly home.	591
195	Mr. Seward to Mr. Adams.	Feb. 26	The Nashville left Bermuda yesterday, escorted by a British man-of-war, having taken on coal and crew of a schooner from Newbern, North Carolina. She will probably go to Charleston.	591
	Earl Russell to Lord Lyons.	Nov. 28	Captain Craven has reported his proceedings, and reasons therefor, to the Navy Department.	591
			Recounts Lord Palmerston's language in conversation with Mr. Adams while the Tuscarora and Nashville were still in British waters, to the effect that no interference with foreign vessels could be permitted within British jurisdiction, and that the right of search must not be used to harass British commerce.	591

THE FLORIDA.

		1862.		
13	Mr. Dudley to Mr. Seward.	Feb. 4	The gunboat Oreto, built at Liverpool, is taking in coal and will probably leave before the end of the week, without her armament, which will be taken on board elsewhere. The builders pretend that she is for the Italian government, but the Italian consul knows nothing about her, and it is strongly suspected that she is intended for the rebels. Has informed Mr. Adams.	592
18	.....do.....	Feb. 19	The Oreto is undoubtedly for the rebels. Her armament, from Fawcett, Preston &	592

THE FLORIDA—Continued.

No.	From whom and to whom.	Date.	Subject.	Page.
		1862.		
123	Mr. Adams to Mr. Seward.	Feb. 27	Co.'s foundry, is being put on board in pieces. She will be equal to the Tuscarora when completed. She made a trial trip yesterday. Transmits copy of his note to Lord Russell, with Mr. Dudley's letter, showing the Oreto to have been built and fitted out by known rebel sympathizers, and going to prove that she is for the confederacy. Also transmits Lord Russell's reply, stating that the matter had been properly referred, and his further note inclosing report of the customs commissioners to the effect that the Oreto is destined for Palermo; that she is not as yet supplied with guns, nor is it known that she will receive them in England.	593
25	Mr. Dudley to Mr. Seward.	Mar. 1	The Oreto has been taking in provisions and enlisting large numbers of men. Her commander is expected by the West India boat. She will be taken outside as an English ship and transferred to the rebels. Her pilot thinks she will go to some other port for her armament and then start for a piratical cruise in the Mediterranean. Has notified consuls at seaports.	596
27	..... do	Mar. 5	The Oreto has been compelled to register as an English vessel, and has regularly entered for Palermo and Jamaica. She sailed yesterday with a year's supplies on board. It is reported that her armament has preceded her on the Bermuda. Incloses one of her shipping notes signed by Duguid, master, and payable by Fawcett, Preston & Company.	596
128	Mr. Adams to Mr. Seward.	Mar. 7	Has written to Mr. Marsh, at Turin, and to Mr. Sprague, at Gibraltar, in regard to the Oreto's departure for Palermo. Has heard of the Kearsarge's arrival at Cadiz.	598
135	..... do	Mar. 27	Incloses copy of his note to Lord Russell, (covering Mr. Dudley's letter in reference to the Oreto,) in which he alleges the purpose of the Oreto to be to make war upon the United States, and deprecates the policy of the British government in allowing the insufficiency of municipal law to deter it from the prevention of blockade-running and fitting out of privateers as tending to produce irritation in America, and to prolong the war to the detriment of British commercial interests. Mr. Adams has not much confidence in the success of these representations, but thinks it important to perpetuate the testimony for future use.	598
38	Mr. Dudley to Mr. Seward.	Mar. 22	The Oreto has returned to the river. It is believed that she will go to Madeira and Nassau and attempt to run the blockade. Part of her armament has been placed on board.	601
140	Mr. Adams to Mr. Seward.	April 3	Transmits copy of Lord Russell's note, stating that orders have been given to detain	602

REBEL CRUISERS.

LXI

THE FLORIDA—Continued.

No.	From whom and to whom.	Date.	Subject.	Page.
		1862.	the Oreto if she can be proved to be for the purpose of making war on the United States, asserting that the United States government has received the greater part of the arms and supplies sent from England for the belligerents, and has enlisted British subjects in the army in violation of the Queen's proclamation, and alleging that the English law is sufficient to prevent violations of neutrality if proper evidence can be procured.	
45	Mr. Dndley to Mr. Seward.	April 9	Incloses slips from Liverpool Mercury in reference to the privateer Oreto.	603
142	Mr. Adams to Mr. Seward.	April 11	Incloses copy of Lord Russell's note, covering report of customs board going to show that the Oreto is an ordinary merchant vessel.	604
144	..... do	April 16	Has had a conference with Lord Russell, in which he deprecated the action of her Majesty's officers in ignoring in their report the notorious and avowed destination of the Oreto.	606
281	Mr. Seward to Mr. Adams.	June 26	Refers to the employment of the port of Nassau as a depot for blockade-runners. Announces the arrival there of the rebel privateer Oreto, her seizure by the authorities upon representations made by the United States consul, and her subsequent release immediately after the arrival of Captain Semmes, formerly of the Sumter. Mr. Adams is instructed to protest against said release, and to ask the consideration of her Majesty's government upon the use made of the port of Nassau by the rebels. Our exertions to prevent similar proceedings during the Canadian insurrection of 1837 should entitle us to reciprocity.	607
201	Mr. Adams to Mr. Seward.	Aug. 1	Has had a conference with Lord Russell, in which the latter stated that he had no information as to the Oreto's seizure at Nassau, and that he had received remonstrances from British merchants against the blockade, to which he had replied that her Majesty's government could afford no protection to parties engaged in breaking it. Mr. Adams dwelt upon the excitement likely to be caused in the United States by depredations of vessels like the Oreto.	608
	Earl Russell to Mr. Stuart.	Aug. 2	Relates to the seizure of the Oreto at Nassau on suspicion. Her Majesty's government hopes that this manifestation of their desire to fulfill international obligations will cause the United States government to hesitate before issuing letters of marque. Mr. Stuart is instructed to represent to Mr. Seward the dangers of such a course.	609
	Mr. Stuart to Earl Russell.	Aug. 16	Has represented to Mr. Seward the possible dangers of issuing letters of marque, to which he replied that in consequence of the recent friendly attitude of her Majesty's government in the case of the Oreto, and in expectation of its continuance in	610

THE FLORIDA—Continued.

No.	From whom and to whom.	Date.	Subject.	Page.
		1862.		
219	Mr. Adams to Mr. Seward.	Sept. 5	other cases, letters of marque would not at present be resorted to. Transmits copy of Lord Russell's note, inclosing copies of a report and papers received from the customs commissioners, going to show that the Oreto, now held at Nassau for trial under the foreign enlistment act, had left Liverpool without arms or warlike stores on board, and had violated no law while there. Has sent to Mr. Dudley for more evidence.	610
340	Mr. Seward to Mr. Adams.	Sept. 13	Has received from Mr. Morse copy of an intercepted letter from S. R. Mallory, pretended secretary of the confederate navy, to James H. North, commander in that navy, showing that two war vessels, including the Oreto, had been built in England for the rebels. Mr. Adams is instructed to lay this evidence before the British government, in hopes that it may give color to future complaints against similar transactions.	613
238	Mr. Adams to Mr. Seward.	Oct. 10	Transmits copy of his note to Lord Russell, inclosing copy of intercepted letter from Mallory to North, and claiming that his late remonstrances have been made against direct violations of municipal law, which, if not enforced, becomes a dead letter.	613
378	Mr. Seward to Mr. Adams.	Oct. 25	Has received No. 238, and approves Mr. Adams's representation therein inclosed.	615
	Mr. Seward to Lord Lyons.	1863. Feb. 16	Transmits copy of note from Secretary Welles, inclosing letter from Mr. Whiting, consul at Nassau, showing undue partiality on the part of the British authorities at that port in permitting the rebel cruiser Florida, formerly the Oreto, to take on coal, a privilege denied to United States vessels.	615
	Lord Lyons to Mr. Seward.	Feb. 19	Has received Mr. Seward's note of the 16th, and inclosures in reference to the reception of the Oreto, or Florida, at Nassau, and will make inquiries in regard thereto.	616
40	Mr. Dudley to Mr. Seward.	Feb. 28	Incloses slip from Liverpool paper in relation to the Florida's arrival and reception at Nassau.	617
505	Mr. Seward to Mr. Adams.	Mar. 9	The destruction of the ship Jacob Bell by the Florida is regarded by our merchants as the commencement of the destruction of our entire mercantile marine by similar vessels. The only preventives seem to be the adoption of stronger measures by the British government, or the issue of letters of marque by our own. The argument in commercial circles is, that war is being levied against the United States from British ports while we are at peace with Great Britain. Mr. Adams is instructed to ask whether her Majesty's government cannot find some more effectual means to prevent the further equipment of rebel vessels in England.	618

REBEL CRUISERS.

LXIII

THE FLORIDA—Continued.

No.	From whom and to whom.	Date.	Subject.	Page.
521	Mr. Seward to Mr. Adams.	1863. Mar. 23	Transmits copy of letter from Mr. Trowbridge and inclosures, showing that the Florida, after escaping from Mobile, had captured and sunk two American vessels, and was then afforded shelter and supplies by the British authorities at Barbadoes, notwithstanding the protest of the United States consul. The President regards this transaction as piracy abetted by the colonial authorities. If such practices are suffered to continue, the only remedy may be the issue of letters of marque.	619
	Lord Lyons to Mr. Seward.	Mar. 25	Transmits dispatch from governor of Bahamas, which states that so far from any advantage having been accorded to the Florida, at Nassau, which was not accorded to United States vessels, she did not receive privileges equal to those granted to the United States gunboat Stars and Stripes. The Florida remained in the harbor twenty-four hours, while the Stars and Stripes remained three or four days.	622
532	Mr. Seward to Mr. Adams.	Mar. 28	Transmits copy of note from Lord Lyons, with inclosures received from the governor of the Bahamas, going to show that no undue advantages had been given to the Florida in the harbor of Nassau.	623
339	Mr. Adams to Mr. Seward.	Mar. 28	Transmits copy of Morning Star, with report of debate in House of Commons. The result of this debate will be to undo the effect of Lord Russell's recent speech.	624
	Mr. Seward to Lord Lyons.	April 13	Transmits copy of note from Secretary Welles, with inclosures received from Rear-Admiral Wilkes, in reference to the reception of the Florida at Barbadoes, and her being supplied with coal within thirty days after receiving a full supply at Nassau, in violation of general instructions from the British government.	624
	Mr. _____ to Capt. Bullock.	April 25	Letter received at the department, separate from any dispatch, giving an account of Florida's depredations.	629
454	Mr. Adams to Mr. Seward.	July 16	Transmits copy of his note to Lord Russell, inclosing depositions received from Mr. Dudley in reference to the destruction of the bark Henrietta by the Florida; also, transmits a copy of Lord Russell's reply disclaiming any responsibility of British government for acts of confederate vessels of war.	629
672	Mr. Seward to Mr. Adams.	Aug. 7	Transmits copy of dispatch from the United States vice-consul, at Bermuda, in reference to the shipment to England of silver captured by the Florida, and suggests that proceedings be taken in English courts to recover it.	633
684	Mr. F. W. Seward to Mr. Adams.	Aug. 22	Incloses copies of communications relative to the capture and destruction of the ship Red Gauntlet by the Florida, for such disposition as may best tend to secure reparation therefor.	634

THE FLORIDA—Continued.

No.	From whom and to whom.	Date.	Subject.	Page.
481	Mr. Adams to Mr. Seward.	1863. Aug. 27	The Florida has been reported off Queens-town. The silver captured by her has arrived in Liverpool, and its owners, who are British subjects, have applied for Mr. Adams's assistance in recovering it.	634
340	Mr. Dayton to Mr. Seward.	Sept. 1	Incloses copy of deposition of Captain Cavarly, and others, in relation to the destruction of the ship Anglo-Saxon by the Florida.	635
497	Mr. Adams to Mr. Seward.	Sept. 17	Incloses copy of his note to Lord Russell, showing, by her commander's admission, that the Florida was built by the rebels.	637
712	Mr. Seward to Mr. Adams.	Sept. 18	Incloses copy of a letter from the owner of the ship Red Gauntlet, in relation to his claim against the British government on account of the destruction of that vessel.	637
723	..... do	Sept. 26	Transmits copies of a letter and memorial, in reference to the destruction of the ship Commonwealth by the Florida.	638
359	Mr. Dayton to Mr. Seward.	Oct. 8	Transmits copy of a letter from Captain Maffit, of the Florida, to Captain Bullock, requesting him to provide situations for men discharged from the Florida, and gives account of his conversation with M. Drouyn de Lhuys protesting against her shipping men in France. The letter promised that French neutrality would be maintained.	638
741	Mr. Seward to Mr. Adams.	Oct. 24	Transmits copy of his instruction to Mr. Dayton, No. 421, calling attention of the French government to inclosed memorandum of its correspondence with the United States at the beginning of the Crimean war, showing that the then-neutral policy of the United States prohibited its citizens from equipping foreign privateers, receiving commissions, or enlisting men therein, and asking of what benefit was the declaration of Paris against privateers if a belligerent can make them legitimate vessels of war, by granting them commissions, instead of letters of marque.	639
527	Mr. Adams to Mr. Seward.	Oct. 30	Proposes to send Lord Russell the papers on hand, relative to depredations of the Florida, and to take notice of his allusion in a recent note to privateers as "seeming merchant ships."	640
530	..... do	Nov. 5	Incloses copy of his note to Lord Russell, covering papers relative to the destruction of American ships by the Florida, and the consequent claims of their owners upon the British government, and claiming that the evidence presented, in her case and that of the Alabama before their departure, did not justify her Majesty's government in styling them "seeming merchant ships."	641
534	..... do	Nov. 13	Incloses copy of Lord Russell's note in acknowledgment of the receipt of papers concerning depredations of the Florida.	650

REBEL CRUISERS.

LXV

THE FLORIDA—Continued.

No.	From whom and to whom.	Date.	Subject.	Page.
1050	Mr. Seward to Mr. Adams.	1864. July 29	Transmits copies of letter from Secretary of the Navy and dispatch from Consul Allen, relative to the Bermuda Islands being made a base for the Florida's operations, and to alleged partiality shown rebel cruisers by British colonial authorities. Mr. Adams is instructed to address a remonstrance to the British government.	650
774	Mr. Adams to Mr. Seward.	Sept. 2	Transmits copy of his remonstrance addressed to Lord Russell, inclosing and based upon papers received with No. 1050, in reference to operations of the Florida near Bermuda and partiality shown her by the colonial authorities. Also, transmits copy of Earl Russell's acknowledgment.	651
741	..... do	Sept. 9	Transmits copy of Lord Russell's note, stating that her Majesty's government have received reports of, and approve conduct of, the authorities at Bermuda in relation to the Florida.	653
849	..... do	Nov. 10	The rebel agents are trying to create excitement on account of the capture of the Florida at Bahia. The only accounts received thus far are from some of her officers who have arrived at Southampton.	653
1196	Mr. Seward to Mr. Adams.	Dec. 21	Incloses intercepted correspondence found on board the Florida, which should be made a basis of prosecution against Jones, Hyatt, and others, for violation of British laws.	654
1233	..... do	1865. Jan. 10	Instructs Mr. Adams to remonstrate with British government against allowing the Florida's crew to join the Rappahannock, as ordered by insurgents in England. (See extract from Mr. Morse's dispatch No. 263, and inclosures, page 655.)	654
857	Mr. Adams to Mr. Seward.	Jan. 19	Transmits copy of his note to Lord Russell, inclosing intercepted correspondence in regard to the Florida, received with No. 1196, showing systematic violation of neutrality by Jones & Co., and other British subjects.	656
863	..... do	Jan. 26	In reference to subject of instruction No. 1233, had received from Mr. Morse information of the Florida's crew being ordered to the Rappahannock, and had laid it before the British government.	658
1309	Mr. Seward to Mr. Adams.	Mar. 18	Incloses copy of dispatch from United States' consul at Nassau, informing him that blockade-running from that port had ceased, and that several vessels formerly engaged therein had gone to Havana, as was reported, to be fitted out as privateers, under the United States flag, to cruise against British commerce, with a view of effecting a rupture between the United States and Great Britain.	658
951	Mr. Adams to Mr. Seward.	May 11	Transmits copy of Lord Russell's note, inclosing correspondence between the United	659

THE GEORGIA.

No.	From whom and to whom.	Date.	Subject.	Page.
		1865.	States consul and colonial authorities at Nassau in reference to the apprehension of Captain Maffit, (now in command of a blockade-runner,) for enlisting men in the Florida at Nassau in 1862, which was declined by the authorities for lack of sufficient evidence. Lord Russell gives the governor's comments upon the tone of the consul's communications, and assures Mr. Adams that there is no foundation for the rumor that blockade-runners had gone to Havana to be fitted out for privateers.	

THE GEORGIA.

58	Mr. Dudley to Mr. Seward.	1863. April 3	The steamer Japan, formerly the Virginia, is about to clear from Glasgow for the East Indies. She has a very large crew, shipped for three years, and is believed to be for the rebels. Is making investigations.	665
367	Mr. Adams to Mr. Seward.	April 8	Incloses note to Lord Russell, informing him of the departure of the Japan, or Virginia, believed to be intended for a rebel cruiser, and of the Alar, with her armament, &c., for the island of Alderney, and requesting timely inquiry on the part of the government to put a stop to their proceedings. Also, incloses Mr. Hammond's private acknowledgment of the note, stating that it had been referred to the home office, and would be sent to the treasury.	666
368	.....do.....	April 9	Incloses Lord Russell's official acknowledgment of his note of yesterday, stating that he has asked for immediate investigation and preventive proceedings, should Mr. Adams's suspicions of the Japan prove well-founded. The Alar did not go as soon as was supposed. The delay will perhaps be favorable.	667
60	Mr. Dudley to Mr. Seward.	April 11	Incloses extract from Liverpool paper in reference to escape of the Japan, and denies the statements therein made, that the men visited him, that he telegraphed Mr. Adams, or that the government attempted to arrest the vessel. The Japan was fitted out by Thomas Bold, of Liverpool.	668
379	Mr. Adams to Mr. Seward.	April 17	Transmits copies of his note to Earl Russell denying truth of inclosed statement from London Times in reference to Japan's destination; of Earl Russell's answer, stating that the matter had been referred to the home and treasury departments; and of Mr. Adams's second note, covering depositions showing the transfer of her armament from the Alar to the Japan, or Virginia, off the French coast, the enlistment of British subjects on board the latter, and	669

REBEL CRUISERS.

LXVII

THE GEORGIA—Continued.

No.	From whom and to whom.	Date.	Subject.	Page.
		1863.		
64	Mr. Dudley to Mr. Seward.	April 18	her final departure on her cruise as a rebel vessel. Incloses copy of one of the Virginia's shipping notes signed by Jones & Co., of Liverpool, against whom a clear case can be made out under the foreign enlistment act.	675
391	Mr. Adams to Mr. Seward.	April 24	Transmitting Lord Russell's note asserting that the Virginia had been constantly visited by British officers during her construction, and that they had seen nothing to arouse their suspicions of her warlike character.	676
575	Mr. Seward to Mr. Adams.	May 4	Has received No. 379. Mr. Adams's representations concerning the steamer Virginia are approved, and it is hoped the British government will take measures to prevent similar transactions in future.	677
454	Mr. Adams to Mr. Seward.	July 16	Incloses copy of his note to Lord Russell representing that the steamer Virginia was the property of a British subject for some time after her first ravages were committed on our commerce; also, Lord Russell's reply, stating that he has instituted an investigation.	677
668	Mr. Seward to Mr. Adams.	July 29	Has received No. 454, and approves Mr. Adams's proceedings.	678
126	Mr. Dudley to Mr. Seward.	Aug. 7	Has discovered that the pirate Georgia is the same as the steamer Japan or Virginia. The families of her crew receive half-pay in Liverpool. While still registered as a British vessel, in the name of Thomas Bold, she has destroyed several United States vessels. Incloses shipping note of the Japan signed Jones & Co.; also opinion of Mr. Squarey, attorney, that under the ruling in the Alexandra case no violation of the foreign enlistment act had taken place in the equipment of the Georgia, and that unless it could be proved that her commander acted as an agent of her registered owner in destroying American vessels, the latter could not be held responsible, but advising that the matter be represented to the government, and explanations asked.	679
528	Mr. Adams to Mr. Seward.	Oct. 30	Has received telegram from Mr. Harvey, at Lisbon, in regard to depredations of the Georgia, and precautions which he has taken.	681
555	.....do.....	Dec. 11	Incloses copy of his note to Lord Russell, covering letter from Mr. Dudley and depositions showing the circumstances of the shipment of the Georgia's crew, and the existence of a regular office in Liverpool for enlisting British subjects to carry on war against the United States. Also, incloses Lord Russell's reply, promising investigation of the matter.	681
790	Mr. Seward to Mr. Adams.	Dec. 21	Instructs him to consider the expediency of prosecuting parties implicated in the transactions disclosed by depositions relative to pirate Georgia forwarded by Mr. Dudley.	696

THE GEORGIA—Continued.

No.	From whom and to whom.	Date.	Subject.	Page.
204	Mr. Dudley to Mr. Seward.	1864. Jan. 5	Has received notice of intention of the Crown to prosecute Jones & Co. for fitting out and enlisting crew for the Georgia. Has depositions and witnesses ready, and has instructed Mr. Squarey and his detective force to aid the prosecution. Jones & Co. have recently sent reinforcements to the crews of the Georgia and Florida.	697
576	Mr. Adams to Mr. Seward.	Jan. 15	Incloses copy of his note to Lord Russell, covering Mr. Dudley's letter and deposition of Thomas Matthews, containing further evidence against Jones & Co. in case of the Georgia. Also, Lord Russell's acknowledgment of the same.	697
215	Mr. Dudley to Mr. Seward.	Jan. 19	Robert Highat, (instead of John Jones, as previously reported,) has been held to bail in the prosecution against Jones & Co. in the Georgia case. Jones has not yet been arrested.	700
219	.....do.....	Jan. 27	Jones (one of the parties concerned in fitting out the Georgia) and his clerk have given themselves up, and are to be heard to-day.	701
274	.....do.....	May 4	Announces arrival of pirate Georgia at Liverpool, and recalls the circumstances of her fitting out, &c. Report says she is to be sold.	701
679	Mr. Adams to Mr. Seward.	May 5	The Georgia has arrived at Liverpool. Has made no representations as yet to the British government.	702
687	.....do.....	May 13	Incloses copy of his note to Lord Russell, asking whether the Georgia returns in her character as a British vessel or as a confederate cruiser, and if the latter, why she is allowed to overstay the specified time. Also, Lord Russell's reply promising consideration of the matter by her Majesty's government. A discussion on the subject is expected in the House of Commons. In view of affairs on the continent, the mercantile interests are growing uneasy.	702
282	Mr. Dudley to Mr. Seward.	May 18	The Georgia has discharged stores, and nearly all crew, under superintendence of Jones & Co.'s clerk.	704
694	Mr. Adams to Mr. Seward.	May 19	Refers to neglect of the ministry to seize the opportunity presented by debate in the Commons of the 13th, for the inauguration of a positive policy in relation to American affairs.	704
697	.....do.....	May 20	The Georgia is advertised for sale at Liverpool. Her crew, composed of British subjects, are all at large.	705
958	Mr. Seward to Mr. Adams.	May 21	Has received No. 679, announcing return of the Georgia. Her Majesty's government must not be left to believe that we regard her as a lawful belligerent vessel.	705
966	.....do.....	May 28	Has received No. 687, and approves Mr. Adams's proceedings in case of the Georgia. Lord Russell should know that the United States have not changed their position on this subject.	705
707	Mr. Adams to Mr. Seward.	June 2	Incloses copy of his note to Lord Russell, covering deposition of Patrick Shanly, in	706

REBEL CRUISERS.

LXIX

THE GEORGIA—Continued.

No.	From whom and to whom.	Date.	Subject.	Page.
		1864.		
978	Mr. Seward to Mr. Adams.	June 3	reference to enlistment on the pirate Georgia, and hinting at impossibility of preventing similar acts on the part of American citizens in future contingencies. Has received No. 694. Regrets the neglect of the British ministry to set itself right in relation to enforcement of neutrality, and predicts that the people will find their position unsatisfactory.	708
979	..... do	June 3	Suggests that Earl Russell be asked why the Georgia's crew are left at liberty, while men who concealed themselves in the Kearsarge to enlist in United States service, have been prosecuted and convicted.	709
292	Mr. Dudley to Mr. Seward.	June 3	Announces the sale of the Georgia to a rebel sympathizer.	709
712	Mr. Adams to Mr. Seward.	June 10	Has received No. 958, and had already made the representations suggested therein. Incloses copy of his note to Lord Russell, protesting against the validity of the sale of the Georgia, and asserting the right of the United States to capture her on the high seas. Also, incloses Lord Russell's acknowledgment.	709
715	..... do	June 10	Incloses copy of Lord Russell's note acknowledging receipt of deposition of Patrick Shanly relative to enlistments for the Georgia, and promising consideration thereof.	711
1007	Mr. Seward to Mr. Adams.	June 27	Has received 712, and approves protest against sale of the Georgia.	711
320	Mr. Wilding to Mr. Seward.	July 23	Detailing circumstances tending to excite a suspicion that the Georgia is being refitted for a privateer.	711
324	..... do	Aug. 3	The Georgia has been entered for Lisbon and Africa. She is suspected of intending to go out on her old business, and will be closely watched.	712
758	Mr. Adams to Mr. Seward.	Aug. 4	Transmits copy of his note to Lord Russell, complaining of refitting of the Georgia by British subjects to cruise against the United States, as shown in inclosed letter from Mr. Wilding. Also, transmits copy of Earl Russell's reply.	712
325	Mr. Wilding to Mr. Seward.	Aug. 6	Incloses three affidavits, which have also been sent to Mr. Adams, going to show that the Georgia is being refitted for a rebel cruiser. Has informed Mr. Adams of her Portuguese charter.	714
	Mr. Wilson to Mr. F. W. Seward.	Aug. 12	The Georgia has sailed, chartered by Portuguese government as a mail steamer. The Portuguese legation has been notified that she is liable to capture by United States vessels, and they are upon her track. In response to repeated applications to prevent her sailing, Lord Russell replied that instructions have been given not to allow rebel steamers to disarm and be sold in British ports.	717
761	Mr. Adams to Mr. Seward.	Aug. 18	Explaining causes of Lord Russell's decision announced in inclosed note against disarming and sale of belligerent vessels in Brit-	718

THE RAPPAHANNOCK.

No.	From whom and to whom.	Date.	Subject.	Page.
		1864.		
1074	Mr. Seward to Mr. Adams.	Aug. 20	ish ports. Also, inclosing his note to Earl Russel, acknowledging the receipt of that announcement, and the order referred to. Has received No. 758, and approves Mr. Adams's representations in regard to the Georgia. The new mode of equipping privateers is illustrated in the case of the Tallahassee.	720
767	Mr. Adams to Mr. Seward.	Aug. 25	The Niagara has arrived at Dover, having captured the Georgia and sent her to the United States as a prize. The event has created some sensation in London.	720
1077	Mr. Seward to Mr. Adams.	Aug. 26	Has received Mr. Wilson's private dispatch of the 12th. The proceedings therein referred to concerning the Georgia are approved.	721
339	Mr. Dudley to Mr. Seward.	Aug. 26	Refers to comments of newspapers upon the capture of the Georgia, laying stress upon her British ownership, and incloses deposition showing that Jones, recently convicted of having shipped her first crew, was engaged in fitting her up the second time.	721
780	Mr. Adams to Mr. Seward.	Sept. 8	Transmits copy of Lord Russell's note stating that her Majesty's government expects the Georgia, captured under the British flag, and claimed by British owners, to be brought before a prize court for adjudication. Also, copy of his reply, assuring Lord Russell of the disposition of the United States to facilitate proceedings for her trial.	722
350	Mr. Dudley to Mr. Seward.	Sept. 13	The government has given notice to Mr. Bates, the pretended owner of the Georgia, that they will not interfere, and that he must submit his case to the prize court.	723
1097	Mr. Seward to Mr. Adams.	Sept. 20	Has received No. 761. Has also heard, with much satisfaction, of the capture of the Georgia.	724
1106	Mr. F. W. Seward to Mr. Adams.	Sept. 24	Has received No. 780. The proceedings against the Georgia will be regular and without delay.	724
394	Mr. Dudley to Mr. Seward.	Nov. 25	The three parties tried for fitting out and enlisting men for the Georgia have been convicted, and fined fifty pounds a piece.	724

THE RAPPAHANNOCK.

		1863.		
192	Mr. Dudley to Mr. Seward.	Dec. 2	Incloses article from the London Times in reference to the sale and fitting out of the government ship Victor, now the confederate war steamer Rappahannock, and the efforts made to stop her after her departure.	725
547	Mr. Adams to Mr. Seward.	Dec. 3	Recounts circumstances of the sale of the Victor by the British government, her fitting out at the royal dock-yards at Sheerness, and sudden departure for Calais,	726

THE RAPPAHANNOCK—Continued.

No.	From whom and to whom.	Date.	Subject.	Page.
		1863.	where she hoisted the confederate flag and appeared as the Rappahannock. Has confidential information showing collusion of naval officers at Sheerness. Transmits copy of his note to Lord Russell, covering letter from Consul Morse, stating the facts in the case and alluding to the steamer Harriet Pinckney and the bark Agrippina, at Plymouth, as probably having the armament and crew of the Rappahannock on board; also, transmits Lord Russell's reply, stating that the matter has been referred to the proper department and investigations asked.	
554	Mr. Adams to Mr. Seward.	Dec. 11	Transmits copy of his note to Lord Russell, covering letter from Mr. Morse and depositions from seamen shipped on board, showing that the Rappahannock is a rebel privateer escaped from Sheerness, in an unfinished state, and is being completed at Calais; also, showing complicity of Mr. Rumble, of the royal dock-yard, in enlisting her crew. Lord Russell acknowledges receipt of these papers and promises that they shall be considered.	729
558	do	Dec. 17	Transmits copies of his notes to Lord Russell, inclosing a further deposition in reference to the Rappahannock, and Mr. Rumble's agency in enlisting her crew; also, inclosing letter from Mr. Morse, showing that she is still a British registered ship, though carrying the confederate flag, and covering copy of her register. Also, transmits copy of Earl Russell's reply, promising enforcement of the laws in the case, and showing lack of confirmation of Mr. Adams's suspicions in regard to the Harriet Pinckney and the Agrippina.	733
563	do	Dec. 24	Transmits copy of his note to Lord Russell, inclosing Mr. Morse's letter and depositions, showing knowledge of her Majesty's officers of the destination and character of the Rappahannock, and their complicity in fitting her out both before and since her departure from Sheerness. Also, transmits Lord Russell's reply, promising consideration of said papers.	738
		1864.		
549	Mr. Seward to Mr. Adams.	Jan. 4	Has received No. 558, and approves Mr. Adams's proceedings in relation to the Rappahannock.	746
548	do	Jan. 12	Has received No. 547, and approves proceedings therein related, in regard to the Rappahannock.	746
513	do	Jan. 14	Has received No. 563. The President does not doubt that her Majesty's government will apply the proper remedies in the case of the Rappahannock.	747
576	Mr. Adams to Mr. Seward.	Jan. 15	Transmits copy of his note to Lord Russell, inclosing letter from Mr. Morse and depositions of British subjects enlisted on board	747

THE RAPPAHANNOCK—Continued.

No.	From whom and to whom.	Date.	Subject.	Page.
		1864.		
645	Mr. Adams to Mr. Seward.	April 8	the Rappahannock; also, transmits Lord Russell's acknowledgment thereof. Transmits copy of his note to Lord Russell, inclosing letter from Mr. Dudley and depositions, showing agency of Jones and Company in enlisting men in Liverpool for the Rappahannock since her arrival at Calais; also, transmits Lord Russell's acknowledgment.	751
672	..... do	April 28	Transmits copy of his note to Lord Russell, inclosing Mr. Morse's letter and twenty-one depositions of men engaged in London by British subjects to go to Calais to serve on the Rappahannock. Also, transmits copy of Lord Russell's acknowledgment, and of the London Times containing report of preliminary proceedings in the trial of Mr. Rumble. The judge's charge seems to favor a just construction of the foreign enlistment act, but, though Rumble is unquestionably guilty, his conviction is doubtful.	753
680	..... do	May 5	Transmits copy of his note to Lord Russell, covering affidavits of men enlisted by Mr. Rumble for service on board the Rappahannock.	771
707	..... do	June 2	Transmits copy of his note to Lord Russell, inclosing affidavits showing enlistment of men in Liverpool for the Rappahannock; also, transmits copy of Lord Russell's acknowledgment.	776
715	..... do	June 10	Transmits copy of Lord Russell's note, acknowledging receipt of his letter of 4th May, with depositions of men enlisted by Mr. Rumble for Rappahannock.	785
998	Mr. Seward to Mr. Adams.	June 20	Has received No. 707, and approves Mr. Adams's representations concerning enlistments for the Rappahannock.	786
		1865.		
1233	..... do	Jan. 10	Has heard from Mr. Morse of an order issued in England, directing crew of the pirate Florida to report for duty on the Rappahannock, and instructs Mr. Adams to remonstrate with Her Majesty's government against such proceedings.	786
863	Mr. Adams to Mr. Seward.	Jan. 26	Has received No. 1233. Had received the information therein alluded to from Mr. Morse, and made it the subject of a note to Lord Russell, to which he has not as yet replied.	787
879	..... do	Feb. 16	Transmits copies of correspondence with Lord Russell on the subject of the outfit of the Hawk and the City of Richmond, in England, for the use of the rebels.	787
1301	Mr. Seward to Mr. Adams.	Mar. 13	Incloses copy of a letter from Mr. —, in London, in regard to the Rappahannock, and connection of Rumble, Partridge, and others, with her outfit.	789
1011	Mr. Adams to Mr. Hunter.	July 13	Announces arrival, at Southampton, of the Rappahannock disguised as the British steamer Beatrice. Has instructed captain of the Sacramento in case she should leave	792

REBEL CRUISERS.

LXXIII

THE RAPPAHANNOCK—Continued.

No.	From whom and to whom.	Date.	Subject.	Page.
		1865.	port to seize the vessel, and directed consul at Liverpool to take advice as to propriety of commencing proceedings against her.	
1485	Mr. Seward to Mr. Adams.	July 25	Has received information of the arrival, at Southampton, of the Rappahannock, alias the Beatrice, bound for Liverpool.	793
1714	do	1866. Mar. 20	Incloses letter from Mr. Haffner, relative to complicity of Engineer Partridge, of Woolwich Steam Factory, and Mr. Rumble, in outfit and expedition of the Rappahannock, and stating that the evidence in regard to Partridge's taking her out of Sheerness Harbor had been expunged by the government in the trial of Rumble.	793

Rebel Cruisers continued in Volume III.

ENFORCEMENT OF NEUTRALITY CONTINUED.

ENFORCEMENT OF NEUTRALITY.

REBEL OPERATIONS FROM CANADA.

Mr. Seward to Lord Lyons.

DEPARTMENT OF STATE,
Washington, April 15, 1863.

MY LORD: I have the honor to communicate a copy of a telegram of yesterday, addressed to me by the collector of the customs at San Francisco, California, relative to conspiracies of insurgents in the neighboring British colony of Vancouver's Island for fitting out privateers to sink and burn United States merchant vessels. It has occurred to me that you might deem this a sufficient occasion to communicate with the colonial authorities there on the subject.

I have the honor to be, my lord, your obedient servant,
WILLIAM H. SEWARD.

Right Hon. LORD LYONS, &c., &c., &c.

Mr. Rankin to Mr. Seward.

[Telegram.]

SAN FRANCISCO, April 14, 1863.

Collector at Puget Sound reports places for fitting out privateers at Victoria. Secessionists very active, and our officers much alarmed. Colonial authorities inform consul that they cannot interfere with the fitting out of privateers. Can anything be done to secure instructions from home government? I am trying to get commanding naval officer to send a steamer to the sound.

IRA P. RANKIN, *Collector.*

Hon. WILLIAM H. SEWARD.

Lord Lyons to Mr. Seward.

WASHINGTON, April 16, 1863.

SIR: I have had the honor to receive your note of yesterday's date, and its inclosures, relative to a report that attempts were being made to fit out privateers at Vancouver's Island for the enemies of the United States.

I will lose no time in forwarding copies of your communication to her Majesty's government, and to the governor of Vancouver's Island.

I have already sent, by telegraph, directions to her Majesty's consul at San Francisco, to write, in my name, to the governor on the subject.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

LYONS.

Hon. WILLIAM H. SEWARD, &c., &c., &c.

Lord Lyons to Mr. Seward.

WASHINGTON, May 15, 1863.

SIR: With reference to your notes of the 31st March last and 15th ultimo, and to my answers of the 2d and 16th ultimo, I have the honor to inclose an extract from a dispatch which I received yesterday from her Majesty's consul at San Francisco, in answer to the telegram by which I directed him to communicate with the governor of Vancouver's Island, respecting the reports that vessels were being fitted out in that colony to cruise against American commerce.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

LYONS.

Hon. WILLIAM H. SEWARD, &c., &c., &c.

Extract from a dispatch from her Majesty's consul at San Francisco to Lord Lyons, dated April 17, 1863.

"I had the honor to receive, at 6 o'clock last evening, your lordship's telegram, and at once replied to it by telegram.

"I have to-day written to Governor Douglass, in accordance with your instructions, and the reply will be received here about the end of April, should the steamer wait long enough at Esquimalt to enable his excellency to acknowledge receipt by return mail. I feel confident there is no foundation for the reports made to the United States government that attempts are being made to fit out a confederate privateer in Vancouver's Island. I see so many people from there, and am in such constant correspondence with the official and private residents of that island, that I should have been almost sure to hear if anything of that kind had been going on. I believe the idea to have originated in sundry articles in one of the Victoria papers, about two months ago, wherein it was stated that a confederate commodore was in Victoria, and that proposals had been made to purchase the screw steamship Thames for a privateer.

"The supposed commodore was Captain Manley, who was sent to Victoria by a firm in this city engaged in the Mexican trade, to ascertain if the Thames was a suitable vessel to run between this port and Mexico, and if so, to endeavor to purchase her."

Mr. Seward to Lord Lyons.

DEPARTMENT OF STATE,
Washington, May 18, 1863.

MY LORD: I have the honor to acknowledge the receipt of your note of the 15th instant, and to thank you for the extract from a dispatch from her Majesty's consul at San Francisco which accompanied it, in answer to the telegram by which you directed him to communicate with the governor of Vancouver's Island respecting the reports that vessels were being fitted out in that colony to cruise against American commerce.

I have the honor to be, with high consideration, your lordship's obedient servant,

WILLIAM H. SEWARD.

Right Hon. LORD LYONS, &c., &c., &c.

Lord Lyons to Mr. Seward.

WASHINGTON, May 21, 1863.

SIR: With reference to your note of the 18th instant, and to our previous correspondence, respecting the rumors that endeavors were being made to fit out privateers at Vancouver's Island, I have the honor to transmit to you a copy of a telegram which I have just received from the governor of that island.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

LYONS.

HON. WILLIAM H. SEWARD, &c., &c., &c.

Copy of telegram from Governor Douglass, dated Victoria, 14th instant.

BRITISH COLUMBIA, May, 1863.

Your communication of 2d of April, with inclosures, has just arrived, and I beg your lordship to assure the President of the United States that every vigilance will be used by this government to discover and frustrate all attempts by the enemies of the United States to fit out privateers in the ports of Vancouver's Island.

JAMES DOUGLASS.

Mr. Seward to Lord Lyons.

DEPARTMENT OF STATE,

Washington, May 22, 1863.

MY LORD: I have the honor to acknowledge the receipt of your note of yesterday, and to thank you for the copy of the telegram received by you from his excellency the governor of Vancouver's Island, which accompanied it, regarding the rumors that endeavors were being made to fit out privateers in that colony.

I avail myself of this opportunity to renew to your lordship the assurance of my high consideration.

WILLIAM H. SEWARD.

Right Hon. LORD LYONS, &c., &c., &c.

Mr. Seward to Lord Lyons.

DEPARTMENT OF STATE,

Washington, January 12, 1864.

MY LORD: I have the honor to communicate a copy of a telegram this day received from the United States consul general at Montreal, relative to a supposed gathering of insurgents at Windsor, Canada. This information is imparted in order that you may take into consideration the expediency of making the same known to her Majesty's authorities in Canada.

I have the honor to be your lordship's obedient servant,

WILLIAM H. SEWARD.

Right Hon. LORD LYONS, &c., &c., &c.

Mr. Giddings to Mr. Seward.

[Telegram.]

MONTREAL, January 12, 1864.

Lieutenant Braine, Colonel Talbot, and other confederates are here on their way to Windsor. There seems to be a concentration there for some purpose.

J. R. GIDDINGS,
United States Consul.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Lord Lyons to Mr. Seward.

WASHINGTON, January 13, 1864.

SIR: I had yesterday afternoon the honor to receive your note of the same day communicating to me intelligence which you had received from the United States consul general at Montreal, respecting a gathering of enemies of the United States at Windsor, in Canada. I immediately transmitted the intelligence to the governor general at that province.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

LYONS.

Hon. WILLIAM H. SEWARD, &c., &c., &c.

Mr. Adams to Mr. Seward.

[Extract.]

No. 602.]

LEGATION OF THE UNITED STATES,
London, February 19, 1864.

SIR: I have the honor to transmit a copy of my note to Lord Russell of the 12th instant, in reply to his of the 8th, heretofore sent forward with my dispatch No. 596. I also append a copy of his note of acknowledgment of the 13th.

* * * * *

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

[For Mr. Adams's dispatch to Mr. Seward, No. 596, of the 12th February, 1864, see subdivision "Mr. Mallory's Report," *post.*]

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, February 12, 1864.

MY LORD: I have the honor to acknowledge the reception of your note of the 8th instant, in reply to mine of the 19th of last month, in relation to the abuses made of the neutrality of her Majesty's territories by the

insurgents of the United States. I have transmitted a copy of the same for the consideration of my government.

It gives me great satisfaction to learn that her Majesty's government have taken steps to prevent the violations of the neutrality of her territories. Such acts, initiated from the frontiers of her possessions in Canada, are peculiarly dangerous, by reason of the treaty obligations of the two countries to abstain from armaments on the waters that separate them in America. It gives me great regret to be compelled to believe that the projects of carrying on hostile operations from one or more points along those lines have not yet been abandoned, and that considerable numbers of men are actually concentrating in Canada with a view to make an attack upon some unprotected spot. Considering the danger of the complications to which even a casual and temporary success might lead, I trust I may be pardoned for recurring once more to the subject. I have never admitted the idea for a moment that, in acknowledging the belligerent character of the insurgents, it was the intention of her Majesty's government to yield to them extraordinary facilities for the abuse of the neutrality adopted by Great Britain. But it is impossible, in the face of the facts, to deny that such has been and is the case. The very position of a belligerent implies responsibility for its action. Yet it is quite apparent that thus far no means have been arrived at by which effectively to impose any restraint upon its most lawless proceedings. In selecting the northern borders of the United States, these people well understand the object they have in view, which is not so much to annoy or harass the population living there as to create a state of excitement, which might, in its consequences, involve a misunderstanding between the two nations. Even with the utmost vigilance of the authorities on both sides, it is scarcely to be hoped that every attempt of the kind, if often renewed, could be prevented. It is for this reason that I beg your lordship's pardon if I renew my urgency for the adoption of some measures which may more effectually remove this danger at its very source.

I pray your lordship to accept the assurances of the highest consideration with which I have the honor to be, my lord, your most obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *February 13, 1864.*

SIR: I have the honor to acknowledge the receipt of your note of yesterday's date respecting certain alleged abuses of neutrality committed within her Majesty's North American possessions; and I have the honor to inform you that I have transmitted a copy of the same to the secretary of state for the colonial department.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Mr. Seward.

[Extract.]

No. 603.]

LEGATION OF THE UNITED STATES,
London, February 25, 1864.

SIR: * * * * * * * *

I addressed a brief note to Lord Russell, on transmitting to him a copy of *The Index* of the 18th instant, containing the same article sent to you last week. A copy is herewith transmitted, and also his reply.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, February 22, 1864.

MY LORD: I beg permission to submit to your consideration a copy of a journal called *The Index*, published in the interest and under the direction of the emissaries of the insurgents in London. On page 107 of this number there appears what purports to be a letter from a person who was engaged in the enterprise started in Canada to invade a portion of the territory of the United States. It would seem, from the admissions made by this individual, that the effort to make Canada the basis of an attack had been fully sanctioned by the so-called authorities at Richmond, under the pretense of exercising the right of passage through the territory. It is almost needless to point out to your lordship the fraudulent character of these operations, a feature so generally perceptible in the proceedings of these same parties in foreign countries.

I pray your lordship to accept the assurances of the highest consideration with which I have the honor to be, my lord, your most obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

[Transmitted by Mr. Moran, February 20, 1864.]

[From the *London Index*, February 18, 1864.]

THE CANADIAN EXPEDITION.

A gentleman who was engaged in the frustrated attempt to rescue the confederate prisoners confined on Johnson's Island, near the Canadian frontier, writes to us to correct some misstatements which have obtained currency through the federal press. He says: "You are aware of the leading facts of this affair, and know that our object was defeated by the authorities of the province. Perhaps you have already learned the secrets of the plan, but if you have not, a few words might be of service. The prisoners who had been released from Johnson's Island, the federal

prison in Lake Erie, conceived a plan to capture the island and release the large number of officers confined there. The assent of the confederate government was asked, but long refused, from a doubt whether it could be effected without violating the neutrality of British territory. This objection was so far overcome that a certain number of officers received leave to attempt the hazardous experiment, but under strict orders to do or permit no act directly or indirectly liable to be construed into such violation, to buy no materials of war and enlist no assistance on British soil, but only to exercise the right of passage as individuals. Accordingly, upon arriving in Canada, arms and cannon were purchased in New York, and were sent by parties there up to the lake, where we could get them. Not an article was obtained in Canada. Even medicines and surgical instruments were furnished from New York, and all correspondence with the prisoners was carried on through the personal column of the New York Herald. Several British officers wished to join, but they, as also the assistance of many Canadian gentlemen, were refused. The basis of our operations was to be on Yankee territory; the means for carrying out our object, viz, to release the prisoners, were to be obtained there alone. This principle was adhered to in perfect good faith, in spirit as well as in letter, though not without some difficulty. Success would have been certain had not an unexpected obstacle caused delay. The Michigan, a federal gunboat, had anchored off the island, and it then became necessary to capture her before releasing the prisoners. To do this more men were necessary, and some confederates, who had recently escaped from Camps Chase and Douglas, were taken as volunteers. There was no one of the party owing allegiance to Great Britain, or who had 'found an asylum on her soil,' as the papers had it. But when we had completed our preparations, with the aid of friends in the federal States, the very day before it was to have been executed it reached the ears of the governor general, and the Yankees being immediately warned by him, it became impossible.

"Such is the whole affair in a nutshell. You will see that all we asked the Canadian authorities was the right of passage to Yankeedom, individually and unarmed, we having neither the means nor the intention to commit a belligerent act before reaching Yankee jurisdiction. You can draw your own inference from the facts. Some of the Canadian, and even some of the English papers, I am told, have taken a different, and, as it appears to me, a wholly erroneous view of the matter."

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *February 24, 1864.*

SIR: I have the honor to acknowledge the receipt of your note of the 22d instant, inclosing a copy of the Index newspaper, containing an article relative to the late attempts to release the confederate prisoners of war confined at Johnson's Island; and I have the honor to inform you that I have forwarded a copy of your note to the colonial office.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Seward to Lord Lyons.

DEPARTMENT OF STATE,
Washington, March 11, 1864.

MY LORD: I have the honor to invite your attention to the inclosed copy of a letter of the 8th instant from the Secretary of War, and of the report of Colonel L. C. Baker, provost marshal of the War Department, which accompanied it, in regard to piratical designs of insurgents against the United States who have sought refuge in her Majesty's provinces.

I have the honor to request that your lordship will bring the subject under the consideration of his excellency the governor general, with a view to such proceedings as an inquiry into the matter may render expedient.

I have the honor to be, with high consideration, my lord, your obedient servant,

WILLIAM H. SEWARD.

Right Hon. LORD LYONS, &c., &c., &c.

Mr. Stanton to Mr. Seward.

WAR DEPARTMENT,
Washington City, March 8, 1864.

SIR: I have the honor of inclosing to you a copy of a report made to this department by Provost Marshal Baker, for your information and such action as you may deem proper.

Your obedient servant,

EDWIN M. STANTON,
Secretary of War.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Colonel Baker to Mr. Stanton.

WASHINGTON, D. C., March 8, 1864.

SIR: Herewith I have the honor to forward a statement furnished by one of my agents, who has been in Upper Canada for some two months. The statement can be relied upon as being true in every particular:

"There is now lying in Rondeau harbor, about seventeen miles from Cheetham, C. W., a fore-and-aft schooner named the Montreal, commanded by one Captain Whitby, formerly a lieutenant in the confederate navy. She has on board two 24-pounders, a quantity of ammunition, arms-chests, cutlasses, boarding pikes, &c.; she also has a crew of fourteen men, nearly all escaped rebel prisoners.

"There is also lying in New Creek, Long Point Marsh, and about fifteen miles from Fort Stanley, C. W., a schooner named the Saratoga; she has four 18-pounders on board, and is manned with a crew of sixteen men.

"Both of the vessels referred to are not dismantled, as is usual during the winter months in that climate, but are kept in sailing condition at the shortest notice."

My informant has mingled and talked freely with the crews of these vessels, and they do not hesitate to avow their piratical intentions as soon as navigation is resumed in the spring.

I am, sir, your obedient servant,

L. C. BAKER,

Colonel, and Agent War Department.

Hon. EDWIN M. STANTON,
Secretary of War.

Lord Lyons to Mr. Seward.

WASHINGTON, March 24, 1864.

SIR: With reference to the note which you did me the honor to address to me on the 11th instant, respecting two schooners which were lying in Canadian waters under circumstances thought to be suspicious, and to my reply thereto, dated the 13th instant, I have the honor to state that, in answer to a communication which I addressed to the governor general upon this subject, his excellency has informed me that he will take immediate steps to ascertain the accuracy of the report respecting the schooners in question, and to prevent any violation of the neutrality of her Majesty's dominions, should it prove to be well founded.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

LYONS.

Hon. WILLIAM H. SEWARD, &c., &c., &c.

Mr. Seward to Lord Lyons.

DEPARTMENT OF STATE,

Washington, March 29, 1864.

MY LORD: I have the honor to acknowledge the receipt of your note of the 24th instant, in which your lordship informs me that, in answer to a communication which you addressed to the governor general of Canada, at the instance of this department, respecting two suspicious schooners in Canadian waters, his excellency has informed you that he will take immediate steps to ascertain the accuracy of the report in regard to the schooners, and to prevent any violation of the neutrality of her Majesty's dominions, should it prove to be well founded.

I beg your lordship to accept the thanks of this department for your ready intervention in this matter, and to convey to his excellency the governor general the grateful acknowledgements of this government for his prompt attention to its representation.

I have the honor to be, with high consideration, my lord, your obedient servant,

WILLIAM H. SEWARD.

Right Hon. LORD LYONS, &c., &c., &c.

Lord Lyons to Mr. Seward.

WASHINGTON, April 14, 1864.

SIR: With reference to your notes of the 11th, 16th, and 29th ultimo, and to my notes of the 13th and 24th ultimo, I have the honor to trans-

mit to you a copy of a dispatch from the governor general of Canada respecting the information given to the United States government that two schooners were lying under suspicious circumstances in Canadian waters. I also inclose a summary of a confidential report made by an agent employed by the Canadian authorities to investigate the matter.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

LYONS.

Hon. WILLIAM H. SEWARD, &c., &c., &c.

Viscount Monck to Lord Lyons.

GOVERNMENT HOUSE,
Quebec, March 31, 1864.

MY LORD: Immediately on the receipt of your excellency's dispatch of March 13, I sent a confidential agent of the Canadian government to investigate the truth of the information communicated to the provost marshal of the War Department of the United States relative to two vessels on Lake Erie alleged to be fitted out for the purpose of piratical aggression on the lake trade of the United States.

I have now the honor to inclose for your excellency's information the report of that gentleman, from which you will observe that after the closest scrutiny he was unable to find any evidence to substantiate the allegations referred to.

I have, &c.,

MONCK.

LORD LYONS, &c., &c., &c.

Report of the agent of the Canadian government to Viscount Monck.

I proceeded direct to Chatham, Upper Canada, and on the 22d instant reached the Rondeau, seventeen miles distant, in search of a vessel named the Montreal, stated to be then lying there, under the command of a Captain Whitby, who was also stated to be an officer in the so-called confederate navy. The said vessel was further reported to be then and there lying with sails bent ready for sea at a moment's notice, armed with two 24-pounder guns, a quantity of small-arms, cutlasses, and boarding pikes, and manned with a picked crew of fifteen men, having hostile and piratical intentions towards the United States.

In the Rondeau harbor I found a schooner called the Cataragui, under the command of and owned by a Captain Whitby, and with sails bent as described, but affording no further corroboration of the story as reported. Captain Whitby is an Englishman, who has lately purchased the Cataragui from Mr. Anglin, of Kinston. He has never been in the so-called Confederate States at all, and is now living with his wife and one man, a servant, on board his vessel. Having placed myself in communication with him immediately on my arrival, he afforded me at once every facility for examining his vessel, to which I proceeded in his company across the ice in which she lay frozen in, at a distance of about three-quarters of a mile from the shore. The only armament that I could discover on board, after a diligent search, were an old, rusty ship carronade of about four pounds caliber, used for signal purposes, and a double-barreled fowling-piece. On my return to the shore I was met by General Terry, who commands at Johnston's Island, having the two

thousand or more prisoners of war there under his charge. Having introduced him to Captain Whitby, the latter, at my request, took him at once on board the schooner, as he had previously taken myself, thus enabling him to ascertain personally the true state of the case. I saw him subsequently on his return, and he expressed himself fully satisfied.

From Chatham I next proceeded to Port Stanley, within fifteen miles of which place, at New Creek, another vessel, called the *Saratoga*, of a similar character and designs, was stated to be lying.

A diligent search on either side of that port, and for greater distances than that above specified as the place of her concealment, failed in revealing to me either such a place or vessel, and shipping-masters born in that locality, who have sailed the lakes all their lives, informed me that they had no knowledge of any creek bearing that name on Lake Erie. The creeks from the Rondeau eastwards until you reach Port Stanley, a distance of about forty-five miles, are in the following order: Big Creek, Clear Creek, Sixteen-Mile Creek, Number-Nine Creek, Colonel Talbot's Creek, and Kettle Creek, otherwise Port Stanley. From the latter place, still following the coast line eastward to Port Burwell, a distance of twenty-five miles, are Silver Creek, Catfish Creek, or Port Bruce, and Otter Creek, or Port Burwell.

By the before-mentioned authorities I was further informed that it was not possible to winter a vessel at any of the creeks I have enumerated, except at the ports named, and there I saw and examined some fifteen or more vessels, but among them no *Saratoga*, the vessel I was in search of, nor could I find in the shipping list of Canadian vessels navigating the upper lakes any vessel bearing that name, although I searched it diligently for this purpose, nor had the master mariners whom I consulted knowledge of any such.

Mr. Seward to Lord Lyons.

DEPARTMENT OF STATE,
Washington, May 31, 1864.

MY LORD: I have the honor to inclose a copy of a dispatch of the 26th instant, from J. Q. Howard, esq., the consul of the United States at St. John, New Brunswick, relative to the passage through that city of unusual numbers of disloyal citizens of the United States, *en route* for Canada, among them the insurgent leader Frost.

Under these circumstances I would suggest that your lordship would do well to call the attention of the governor general to this movement, with a view to the adoption of such precautionary measures as will frustrate any hostile expedition against the United States from her Majesty's provinces, should such be contemplated.

I have the honor to be, with high consideration, my lord, your obedient servant,

WILLIAM H. SEWARD.

Right Hon. LORD LYONS, &c., &c., &c.

Mr. Howard to Mr. F. W. Seward.

UNITED STATES CONSULATE,
St. John, New Brunswick, May 26, 1864.

SIR: I beg leave to inform the department that an unusually large number of disloyal citizens of the United States have quite recently

passed through this city *en route* for Canada, *via* Frederickton and River du Loup. The greater part of these insurgents have been living for some months in Halifax; others have found their way north from Nassau and Bermuda. The rebel General Frost has also recently proceeded to Canada from St. John.

In view of these facts it is possible that another raid from Canada upon our northern frontier may be attempted.

I have the honor to be your obedient servant,

J. Q. HOWARD,
United States Consul.

Hon. F. W. SEWARD,
Assistant Secretary of State.

Lord Lyons to Mr. Seward.

WASHINGTON, June 15, 1864.

SIR: I have the honor to transmit to you herewith a copy of a dispatch which I have received from the governor general of Canada, in answer to the communication to his excellency of your note to me of the 31st May, relative to the passage through St. John, New Brunswick, of certain persons supposed to be hostile to the United States.

I have the honor to be, with high consideration, sir, your most obedient, humble servant,

LYONS.

Hon. WILLIAM H. SEWARD, &c., &c., &c.

Viscount Monck to Lord Lyons.

GOVERNMENT HOUSE,
Quebec, June 8, 1864.

MY LORD: I have the honor to acknowledge the receipt of your excellency's dispatch of June 2, and inclosures, relative to the passage of an unusual number of persons, considered by the Secretary of the United States to be disloyal citizens of the United States, through St. John, New Brunswick, *en route* for Canada.

I shall not fail to adopt every precaution in my power to prevent any infringement of the neutrality of her Majesty's territories by these or any other persons, but I need not remind your excellency of the great difficulty that exists in obtaining information with respect to the intentions of such persons, whether passing through or residing in Canada.

I have, &c.,

MONCK.

LORD LYONS, &c., &c., &c.

Mr. Seward to Lord Lyons.

DEPARTMENT OF STATE,
Washington, June 24, 1864.

MY LORD: I have the honor to acknowledge, with much satisfaction, the receipt of your note of the 15th instant, communicating to me the

copy of a dispatch of the 8th instant from his excellency the governor general of Canada, in relation to the reported passage of persons hostile to the United States through St. John, New Brunswick, and to the precautions which his excellency proposes to adopt to prevent any infringement of the neutrality of her Majesty's territories by these or any other persons.

I have the honor to be, with high considerations, my lord, your obedient servant,

WILLIAM H. SEWARD.

Right Hon. LORD LYONS, &c., &c., &c.

Mr. Seward to Lord Lyons.

DEPARTMENT OF STATE,
Washington, July 18, 1864.

MY LORD: I have the honor to inform your lordship that in a dispatch of the 14th instant, addressed to this department by the United States consul at St. John, New Brunswick, he states that satisfactory evidence had been furnished to him that one Major William Hollins, late of the insurgent service, is organizing in the vicinity of St. John a force with which to commit depredations on the Maine frontier; that there is reason to believe that the notorious James McDonald, and a person by the name of Jones, are concerned in that movement; that it is said to be the design of Hollins to make an effort to march a strong force through the northern States to Kentucky; that he affirms that he is authorized by the so-called confederate authorities to burn and destroy, and to show no quarter; that on the night of the 13th instant a small party left St. John, fully armed and prepared for some desperate enterprise, who represent that they are to be joined somewhere in the State of Maine by other men with whom they are in league.

I will thank your lordship to call the attention of his excellency the governor of New Brunswick to these statements, in order that the proper officers may be put upon their guard, with a view to prevent any violation of the neutrality of her Majesty's territory which may be contemplated.

I have the honor to be, with high consideration, my lord, your obedient servant,

WILLIAM H. SEWARD.

Right Hon. LORD LYONS, &c., &c., &c.

Lord Lyons to Mr. Seward.

WASHINGTON, July 20, 1864.

SIR: With reference to my note of yesterday, I have the honor to inclose for your information a copy of a telegraphic message which I have received from the administrator of the government of New Brunswick, in answer to a telegram which I dispatched to him on receiving your note of the 18th instant, relative to information which had reached you that attempts were being made to organize a force in the neighborhood of St. John to commit depredations on the frontiers of Maine.

I have the honor to be, with the highest consideration, sir, your most obedient servant,

LYONS.

Hon. WILLIAM H. SEWARD, &c., &c., &c.

Mr. Cole to Lord Lyons.

[Telegram.]

FREDERICKTON, N. B.,
July 19, 1864.

A person calling himself Captain Collins, (not Hollins,) with two others, were arrested while breaking into Calais Bank. Quite certain that no raid is contemplated from this quarter; my attention has been called to subject from reports put in circulation here a day or two since.

J. COLE, *Administrator.*

TO LORD LYONS.

Lord Lyons to Mr. Seward.

WASHINGTON, August 4, 1864.

SIR: The attention of her Majesty's government has been drawn to the motion which was made in Congress during the recent session, with a view to putting an end to the arrangement between Great Britain and the United States limiting the naval force to be maintained upon the American lakes.

This arrangement has worked satisfactorily for nearly half a century. It has preserved both nations from a vast amount of inconvenience and expense, and, which is of infinitely more importance, it has warded off occasions of disagreement and quarrel. Her Majesty's government would view the abrogation of it with great regret and no little alarm.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

LYONS.

Hon. WILLIAM H. SEWARD, &c., &c., &c.

Mr. Seward to Lord Lyons.

DEPARTMENT OF STATE,
Washington, August 5, 1864.

MY LORD: I have the honor to acknowledge the receipt of your note of yesterday, communicating to me the views of her Majesty's government in regard to the advantages of the existing arrangement between the United States and Great Britain limiting the naval force to be maintained upon the American lakes.

In reply, I have the honor to inform your lordship that the motion upon the subject which was made in Congress, and to which reference is made in your note, did not prevail, and that there is at present no intention to abrogate the arrangement which has been so long in force. I will thank your lordship to assure her Majesty's government that timely notice will be given if these views should change.

I have the honor to be, with high consideration, my lord, your obedient servant,

WILLIAM H. SEWARD.

Right Hon. LORD LYONS, &c., &c., &c.

Mr. Seward to Lord Lyons.

DEPARTMENT OF STATE,
Washington, August 9, 1864.

MY LORD: I have the honor to inclose a copy of a communication of the 8th instant, from the War Department, in regard to reported hostile projects of insurgent citizens of the United States lurking in Canada.

I will thank your lordship to communicate this information to his excellency the governor general of Canada, with a view of an inquiry into the matter, and to the adoption of precautionary measures, if such may seem to be called for.

I have the honor to be, with high consideration, my lord, your obedient servant,

WILLIAM H. SEWARD.

Right Hon. LORD LYONS, &c., &c., &c.

General Townsend to Mr. Seward.

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,
Washington, August 8, 1864.

SIR: I am instructed by the Secretary of War to transmit to you the inclosed copies of two letters from Lieutenant Colonel B. H. Hill, United States army, in relation to certain rumors of rebel plots against the United States said to be on foot in Canada.

I have the honor to be, sir, with great respect, your most obedient servant,

E. D. TOWNSEND,
Assistant Adjutant General.

HON. WILLIAM H. SEWARD,
Secretary of State.

Lieutenant Colonel Hill to Mr. Potter.

HEADQUARTERS DISTRICT OF MICHIGAN,
Detroit, July 29, 1864.

SIR: I have the honor to report that I have on two occasions been approached by persons living in Canada with propositions to divulge something of great importance to the government for the sum of \$5,000. They promised to put me in possession of papers, &c. I replied, on both occasions, that the information they desired to communicate might already be in the possession of the government; that I could make no stipulation to pay such a sum, but if they were really in possession of information valuable, they could communicate it and rely upon the government to pay what it was worth. This was declined in both cases. The person who made the last proposition I am still in communication with. He represents that he is an English subject, in a banking-house in Windsor; that he has joined the scheme or plot, and can give me full information; but that he will only do so on condition of being paid the sum above mentioned, as he would have to leave Canada, considering his life in danger if he remained there.

I have thought it proper to communicate this matter, as the major

general commanding or the government may be in possession of information which may give some clue as to whether or not the disclosure proposed to be made is of any real importance.

I am, sir, very respectfully, your obedient servant,

B. H. HILL,
Lieutenant Colonel United States Army,
Commanding District of Michigan.

Captain CARROLL H. POTTER,
Ass't Adj't Gen., Headquarters Northern Department.

ADJUTANT GENERAL'S OFFICE,
Washington, August 8, 1864.

Official copy:

E. D. TOWNSEND,
Assistant Adjutant General.

Lieutenant Colonel Hill to Mr. Potter.

MILITARY COMMANDER'S OFFICE,
Detroit, Michigan, July 30, 1864.

CAPTAIN: Since my letter to you of yesterday's date, information has been communicated to me that points to an attempt by rebel refugees in Canada at the destruction of our cities on the lake.

This coincides more with the impression I formed in the interviews referred to with the persons who were desirous of selling information. There is now frequent communication between the refugees in Windsor and Messrs. Sanders & Co., at Niagara Falls, and a telegraphic dispatch was yesterday received at Windsor, from Sanders, summoning three of the most prominent of the refugees to Niagara.

There are floating rumors that they are in possession of some machines to be mounted on vessels, &c.

I communicate this because you may be in possession of information to which this may offer some clue.

I am, very respectfully, your obedient servant,

B. H. HILL,
Lieutenant Colonel 5th United States Artillery,
Military Commander District of Michigan.

Captain C. H. POTTER,
Assistant Adjutant General, Columbus, Ohio.

ADJUTANT GENERAL'S OFFICE,
Washington, August 8, 1864.

Official copy:

E. D. TOWNSEND,
Assistant Adjutant General.

Lord Lyons to Mr. Seward.

WASHINGTON, August 9, 1864.

SIR: I have the honor to acknowledge the receipt of your note of this day's date, requesting me to communicate to the governor general of Canada information which has reached this government concerning projects of enemies of the United States now in Canadian territory. I have,

without loss of time, transmitted copies of your note and its inclosures to the governor general.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

LYONS.

HON. WILLIAM H. SEWARD, &c., &c., &c.

Mr. F. W. Seward to Mr. Burnley.

DEPARTMENT OF STATE,

Washington, September 26, 1864.

SIR: I have the honor to inform you, with a view to her Majesty's government being acquainted with the facts, that, owing to the recent hostile and piratical proceedings on the lakes lying between the United States and her Majesty's possessions, it has been deemed necessary, for the present, to increase the observing force of the United States on those lakes; that the arrangement is temporary, and will be discontinued so soon as circumstances permit, and that the vessels to be employed on that service are to be under instructions to respect British rights in all cases.

I have the honor to be, with the highest consideration, sir, your obedient servant,

F. W. SEWARD, *Acting Secretary.*

J. HUME BURNLEY, Esq., &c., &c., &c.

Mr. Burnley to Mr. Seward.

WASHINGTON, *September 28, 1864.*

SIR: I have the honor to acknowledge the receipt of your note of the 26th instant, informing me that, owing to recent piratical proceedings on Lake Erie, it had been found necessary to increase the observing force of the United States on the American lakes lying between the United States and her Majesty's possessions, and beg to state, in reply, that I shall forward a copy of that note to her Majesty's government. Without wishing to prejudge the question, I must leave it to her Majesty's government to decide as to whether such a measure, although only temporary in its effect, can be warranted by treaty stipulations.

I would, however, simply here recall to your recollection a note of Lord Lyons, addressed to you on the 4th ultimo, which set forth the views of her Majesty's government, when the question of abrogating the treaty limiting the naval force to be maintained upon the American lakes was brought before Congress.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

J. HUME BURNLEY.

¹ Hon. WILLIAM H. SEWARD, &c., &c., &c.

Mr. Seward to Mr. Burnley.

DEPARTMENT OF STATE,

Washington, October 1, 1864.

SIR: With reference to the previous correspondence between this department and her Britannic Majesty's legation on the subject, I have the

honor to communicate a copy of a letter of yesterday, addressed to this department by the Secretary of the Treasury, and from which it appears that it has been deemed advisable at this juncture to charter the steam propeller Hector for revenue cutter purposes on the lakes. Any excess which may thus be occasioned, however, in the arrangement of United States vessels in that quarter over the limit fixed by the armament of April, 1817, will be temporary only ; and as it has been made necessary by an emergency, probably not then foreseen, may not be regarded as contrary to the spirit of the stipulation of that instrument.

I have the honor to be, with high consideration, sir, your obedient servant,

WILLIAM H. SEWARD.

J. HUME BURNLEY, Esq., &c., &c., &c.

[For letter from the Secretary of the Treasury referred to, see inclosure No. 4 to Mr. Adams's dispatch to Mr. Seward, No. 821, November 25, 1864, *post*.]

Mr. Burnley to Mr. Seward.

WASHINGTON, October 4, 1864.

SIR: I have the honor to acknowledge receipt of your note of the 1st, relative to an increase of the American naval force in the Canadian lakes, and of its inclosures, and beg to state, in reply, that I have to-day forwarded copies to her Majesty's government.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

J. HUME BURNLEY.

Hon. WILLIAM H. SEWARD, &c., &c., &c.

Mr. Seward to Mr. Burnley.

DEPARTMENT OF STATE,

Washington, October 10, 1864.

SIR: I have the honor to acknowledge the receipt of your note of the 28th ultimo, in relation to the proposed temporary increase of the observing force of the United States on the American lakes, and in reply to inform you that I have transmitted a copy of the correspondence on the subject to Mr. Adams, the minister of the United States at London, who has been requested to make explanations to Earl Russell, which it is not doubted will prove satisfactory to her Majesty's government.

I have the honor to be, with the highest consideration, sir, your obedient servant,

WILLIAM H. SEWARD.

J. HUME BURNLEY, Esq., &c., &c., &c.

Mr. Seward to Mr. Adams.

No. 1120.]

DEPARTMENT OF STATE,

Washington, October 10, 1864.

SIR: I inclose a copy of a recent correspondence between this department and Mr. Burnley, her Majesty's chargé d'affaires, in regard to an

increase of the naval force of the United States on the lakes for the present. I will thank you to make the needful explanations to Earl Russell on the subject.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, &c., &c., &c.

LIST OF INCLOSURES.

Lord Lyons to Mr. Seward, 4th August, 1864.

Mr. Seward to Lord Lyons, 5th August, 1864.

Mr. F. W. Seward to Mr. Burnley, 26th September, 1864.

Mr. Burnley to Mr. Seward, 28th September, 1864.

[The above inclosures are printed in their proper chronological order as originals.]

Mr. Seward to Mr. Burnley.

DEPARTMENT OF STATE,

Washington, October 21, 1864.

SIR: I have received communications from the United States consul at Montreal, which inform me that his excellency Governor Monck and other Canadian authorities are proceeding, with zeal and vigor, to arrest the parties who were engaged in the depredations committed at St. Albans, in Vermont. It is not to be doubted that the object of those depredations is the same with that of the piratical operations which recently occurred on Lake Erie, namely, to embroil the governments of the United States and Great Britain in a border war. Under these circumstances, I think it proper to let you know that the President regards with sincere satisfaction the conduct and proceedings of the Canadian authorities before referred to.

Thus far I have received no official or other certain account of the proceedings of the United States civil or military agents; but I am glad to learn by manifold reports that the officers and agents of the two governments are acting together in good faith, and with due respect on each side for the lawful rights and authority of the other. This is in entire conformity with the wishes of the United States.

I have the honor to be, with high consideration, sir, your obedient servant,

WILLIAM H. SEWARD.

J. HUME BURNLEY, Esq., &c., &c., &c.

Mr. Burnley to Mr. Seward.

WASHINGTON, October 23, 1864.

SIR: I have the honor to acknowledge receipt of your note of the 21st instant, relative to the affair at St. Albans, and beg to state that I have caused a copy of this note to be sent to his excellency the governor general of Canada.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

J. HUME BURNLEY.

Hon. WILLIAM H. SEWARD, &c., &c., &c.

Mr. Burnley to Mr. Seward.

SUNDAY, October 23, 1864.

MY DEAR SIR: I send you, on the other side, the answer received this morning from the governor general of Canada.

Believe me, very truly yours,

J. HUME BURNLEY.

Hon. WILLIAM H. SEWARD, &c., &c., &c.

Governor General of Canada to Mr. Burnley.

[Telegram.]

QUEBEC, October 22, 1864.

Your telegram of yesterday received. By last accounts eleven of the St. Albans men were in custody. Directions have been given to detain them until the demand for their extradition can be fully investigated.

Please to inform Secretary of State of United States.

Mr. Seward to Mr. Adams.

No. 1136.]

DEPARTMENT OF STATE,

Washington, October 24, 1864.

SIR: It is my duty to invite, through you, the serious attention of her Majesty's government to the instances, which unfortunately seem to be multiplying, in which the British possessions in our neighborhood, both continental and insular, have been made bases for hostile proceedings of the insurgents against this country. The motives for such proceedings have undoubtedly been, not a conviction that material damage would result directly from the hostile acts of the insurgents, but a hope that a just sense of national dignity, and self-preservation on our part, might induce us to resent the toleration of the British authorities, and ultimately, perhaps, lead that government to take part with the insurgents as an open and declared enemy of the United States. The insufficiency of the British neutrality act and of the warnings of the Queen's proclamation to arrest the causes of complaint referred to were anticipated early in the existing struggle, and that government was asked to apply a remedy by passing an act more stringent in its character—such as ours of the 10th of March, 1838, which was occasioned by a similar condition of affairs. This request has not been complied with, though its reasonableness and necessity have been shown by subsequent events.

The seizure by insurgents of the steamer Chesapeake, on the high seas, bound from New York to Portland, is familiar to you. Though the vessel was ultimately released, the perpetrators of the deed escaped punishment. Braine, one of the leaders, has since found his way to Havana, and with other conspirators has recently seized, under similar circumstances, the steam packet Roanoke, which plies between that place and New York, and carried her to Bermuda, but not receiving the hospitality which was expected there, the vessel was taken outside the port and burned.

On Saturday, the 17th of September last, Lieutenant Colonel B. H. Hill, acting assistant provost marshal general of Michigan, was advised

by a person from Canada that a party was to be sent from Windsor, on the Canadian side of the Detroit River, opposite Detroit, to a point within the jurisdiction of the United States, for hostile purposes.

On Sunday evening, the 18th of September, a man came on board the Philo Parsons, while she was lying at the dock in Detroit, and requested the clerk, Mr. Walter T. Ashley, who is part owner of the Parsons, to call at Sandwich, on the Canada shore, three miles below Detroit, to receive him and a party of friends, who wished to go to Kelly's Island, about eleven miles from Sandusky, alleging that one of them was lame and could not well cross the ferry. The Philo Parsons sailed the next morning, (Monday, the 19th of September,) at 8 o'clock, with about forty passengers. The person referred to above, as having engaged a passage for himself and party, appeared immediately afterwards, and at his request the steamer called at Sandwich, where his friends, four in number, came on board. At Malden, on the Canada side, where the steamer always stops, about twenty miles below Detroit and near the point where the Detroit River empties into the lake, about twenty more men came on board. The number not being unusual, excited no suspicion. The only baggage of the party was an old-fashioned trunk, tied with rope, and which was afterwards ascertained to contain revolvers and large hatchets or hand-axes. The steamer continued on her course, and made her usual landings at North Bass, Middle Bass, and South Bass islands—the latter being better known as Put-in-Bay Island. These islands are nearly north of Sandusky, and about twenty miles distant. They all belong to the United States, and are part of the State of Ohio. Captain Atwood, the captain of the steamer, left her at Middle Bass Island, where his family reside. Having made these landings, the steamer went on her course to Kelly's Island, about seven miles further on, and made her usual landing there. Here four men got on board, all apparently belonging to the same party, and it has been ascertained that one, who was seen among them after the capture of the steamer, had been several days on the island, visiting the inhabitants and pretending to be an agent for the sale of sewing machines.

Shortly after leaving Kelly's Island, about 4 o'clock in the afternoon, and while she was directly on her course for Sandusky, the Philo Parsons was seized by the party who had got on board at Sandwich and Malden, and was headed to the eastward for nearly an hour, when she was turned back to Middle Bass Island for fuel, the leader of the party having ascertained from the mate and engineer that there was not enough to run many hours. Soon after the Philo Parsons reached Middle Bass Island, and while she was taking in wood, the steamer Island Queen, which performs daily trips from the Bass Islands to Sandusky and back, came alongside and was immediately seized. The engineer of the Island Queen, without giving any provocation, was shot in the face. The ball entered his cheek and passed out near the ear. One person was cut in the head with a hatchet, and bled profusely. Several other persons were knocked down, and a large number were struck with the butt-end of pistols and with hatchets, and some ten or a dozen shots were fired. The passengers on both boats were landed at Middle Bass, with a part of their baggage. •

After getting a supply of fuel the Philo Parsons ran out into the lake, towing the Island Queen. At the distance of about five miles, according to one statement, and at a smaller distance according to others, the Island Queen was scuttled by cutting her supply-pipe, and sent adrift. Before filling she drifted on a shoal, and was gotten off a few

days afterwards, having been plundered by the party who had seized her.

After the *Island Queen* had been scuttled, the *Philo Parsons* stood for Sandusky harbor, and was turned about and steered for Malden, where she arrived between four and five o'clock on Tuesday morning, the 20th of September. A few miles above Malden a yawl-boat load of plunder was sent ashore on the Canadian side of the Detroit River. At Fighting Island, some six miles above, the crews of both steamers were landed.

The *Philo Parsons* arrived at Sandwich at about eight o'clock the same morning, and a pianoforte belonging to her, a number of trucks, and the cabin furniture were put ashore at the dock, where a custom-house officer almost immediately appeared. She was then scuttled by cutting her injection-pipes, and cast off. She partly filled, but was taken possession of a few hours afterwards by the mate, who had come in a small steamer (the *Pearl*) from Ecuse, who had her towed to Detroit.

The facts thus set forth having been substantiated by the depositions of eye-witnesses of these occurrences, I addressed a note to J. Hume Burnley, esq., her Britannic Majesty's chargé d'affaires, on the 13th instant, requesting, through him, that her Majesty's government would, upon the arrest and commitment of the parties who perpetrated these depredations, some of whom passed by the names, respectively, of Bell, Hoult Bristow, Robert Drake, Burley, and Thomas, (the names of others not being ascertained,) issue the necessary warrants for their delivery to Joseph Dimmick and James Henry, or to any other person duly authorized by the authorities of the State of Ohio to receive the fugitives, in order that they might be brought back to the United States for trial. This request was made on the ground that they were guilty of the crimes of robbery and assault with intent to commit murder within the jurisdiction of the United States, and that, being fugitives from the justice of the United States, their extradition was provided for by the tenth article of the treaty of Washington. Mr. Burnley has since informed me that he referred the matter to her Majesty's provincial authorities, as is usual in such cases.

The primary object in capturing these steamers was confessedly to release the insurgent officers confined on Johnson's Island. There is reason to believe that the conspiracy was organized and set in motion by prominent insurgents, who have for some time past been residing in Canada for such purposes. Indeed, this department has proof that Mr. Jacob Thompson has acknowledged that he was commissioned and provided with funds to carry them into effect, and had interviews with conspicuous members of the gang just before the steamers were captured.

It is obvious that at the time of the informal arrangement between the two governments of April, 1817, limiting their naval force on the lakes, a condition of things like the present could scarcely have been anticipated. The object of that arrangement was to prevent either party from keeping in commission the considerable naval force which they both had employed in that quarter during the war then recently closed. If peace was expected to continue, the force was an unnecessary burden to both parties; but, on the contrary, if war should suddenly be renewed, one or the other might, in anticipation of that event, have clandestinely or otherwise so augmented its force as to insure to it a dangerous advantage. Believing that these were the views entertained at the time the arrangement was entered into, and that neither the United States nor Great Britain expected to relinquish their right to self-defense

in the event of a civil war in the territories of either, by the limitation referred to, the Secretary of the Treasury, as you will see from the correspondence, a copy of which is inclosed, has chartered two propellers, one on Lake Erie, and the other on Lake Ontario, for the purpose of checking and suppressing depredations on our trade and territory in that region, similar to those above mentioned.

I had just prepared the foregoing statement of the transaction on Lake Erie, when information of a new and equally desperate outrage on another part of the border reached this department. A band, said to consist of twenty-five desperate men, clandestinely armed, crossed the frontier and proceeded in several small parties, by stage-coach, to St. Albans, Vermont, in the customary way of travelers. At a concerted time they raised a scene of terror in that peaceful town, and broke into boarding-houses and other buildings and carried off large amounts of treasure, said to be two hundred and twenty-five thousand dollars, together with other valuable property. As soon as the people recovered from their surprise, they arose and hotly pursued the felons, who sought safety by returning on stolen horses across the frontier into Canada. The Canadian municipal agents seem to have co-operated with the pursuers from Vermont with alacrity and diligence. Twelve of the robbers were arrested, stripped of their plunder, and taken into custody by the Canadian authorities. It is also understood that a considerable part of the recovered property was promptly restored to its owners. Here the imperfect accounts which I have received of this transaction end. I have requested of J. Hume Burnley, esq., her Majesty's chargé d'affaires here, that the felons may be detained, until, after having obtained the exact information which is essential, I shall have addressed to the British government a demand for the surrender of the offenders, in conformity with the provisions for extradition contained in the Ashburton treaty. The subject has been discussed in a friendly spirit between myself and Mr. Burnley, who has received telegraphic advices from Lord Lyons, who yet remains in New York. I give you a copy of a note which I addressed to Mr. Burnley on the 21st instant, and also a copy of a note I afterwards received from him in answer to my verbal request, that Lord Monck, the governor general, should be advised to detain the offenders for extradition. I wish you to bring this transaction also to the notice of Earl Russell, and say to him that, taken in connection with events of the same character which have occurred on the Canadian frontier, it is regarded here as deserving prompt and decisive proceedings on the part of her Majesty's government, in order to prevent the danger of ultimate conflict upon the Canadian borders. It is a pleasant circumstance that, in making this communication, we are not only able but are obliged to acknowledge that the Canadian executive authority has, in this instance, thus far co-operated with this government in faithful and diligent efforts to bring the disturbers of the public peace to due account. It is, however, impossible to resist the conviction that peace cannot be reliably maintained upon the border unless more effective measures shall be adopted to secure that end than those that have hitherto been used by both governments. We know well, although we have not judicial evidence, that all the movements of this character are set on foot by Jacob Thompson and other disloyal American citizens who are temporarily domiciled in Canada, and furnished with funds there for these iniquitous purposes through the banking institutions of Canada. It is now my duty to instruct you to give notice to Earl Russell, in conformity with the treaty reservation of that right, that, at the expiration of six months after you shall have made this communication, the United States.

will deem themselves at liberty to increase the naval armament upon the lakes, if, in their judgment, the condition of affairs in that quarter shall then require it. And you will be careful to advise us of the day on which this notice is given. You will assure the earl, however, that this proceeding is adopted only as a necessary measure of national defense, and not only with no purpose of hostility, but, on the other hand, with a desire no less earnest than heretofore to preserve the most friendly relations with Great Britain. Moreover, this government will in every case direct its best efforts to prevent invasion of British territory, whether by way of popular retaliation or otherwise. It is not for us to indicate the means her Majesty's government should adopt to maintain neutrality on their side of the border. You will again suggest to her Majesty's government that, in our opinion, a policy similar to that which was inaugurated by our enactment before mentioned might be followed with advantage by Great Britain in the American provinces during our present civil war. I should fail, however, to express a sincere conviction of this government if I should not repeat now what I have heretofore so often had occasion to say, that, practically, the policy of neutrality which her Majesty has proclaimed has failed as well in the British home ports as in the British colonies, and especially in the latter, and that it must continue to fail more conspicuously every day, so long as asylum is allowed there to active agents of the enemies of the United States, and they are in any way able, by evasion or otherwise, to use the British ports and British borders as a base for felonious depredations against the citizens of the United States. Nor are we able to conceive of any remedy adequate to the present exigency, but the recognition by her Majesty's government of the just and exclusive sovereignty of the United States in all the waters and territories legally subject to the jurisdiction of this government. I use the word exigency with a consciousness of its just effect. The welfare and prosperity of the British provinces on our borders are as sincerely desired by us as they can be by the British government. In a practical sense these provinces are sources of wealth and influence for the United States, although they are subject to a foreign jurisdiction. We have proved that this is a sincere conviction on our part by entering into relations of reciprocal free trade with the British provinces almost as intimate as the relations of free trade which, under our Constitution, prevail between the several States of the American Union. Thus far we have been content with these relations, and probably we should remain content whether the colonies adhere to their ties with Great Britain, or, with her consent, should assume the responsibilities of self-government, provided always that our friendship is reciprocated, while peace and harmony on the border are essential to the very existence of such friendship. On the other hand, we have a right to expect that the dwellers within those provinces will be content to fulfill toward us the obligations of good neighborhood, as we are expected to fulfill the same obligations on our part. Even if this government could be satisfied with less than what I have thus indicated, it must, nevertheless, be admitted that, from the very force of circumstances, peace could hardly be expected to prevail on a border which should afford to the communities which it divides no adequate protection against mutual aggression and reprisal.

Political agitation is as frequent in the British American provinces as it is here. It is not easy to foresee how soon revolutionary movements may appear there. Every provocation now given to Americans will be likely to be claimed as a precedent in that case for intrusion from this side of the lakes. Would it not be wise to establish a proper system of repres-

sion now, which would prove a rock of safety for both countries hereafter.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

[For inclosures see dispatch from Mr. Adams to Mr. Seward, No. 821, November 25, 1864, *post.*]

Lord Lyons to Mr. Seward.

WASHINGTON, October 29, 1864.

SIR: I have the honor to transmit to you, and to recommend to your serious attention, a copy of a dispatch which I have received this morning from the governor general of Canada.

The governor general states that his attention has been called to an extract from the New York Post, purporting to give the words of an order telegraphed to the officer commanding at Burlington, Vermont, by Major General Dix, on the occasion of the late outrage at St. Albans; and his excellency requests me to bring the subject to your notice, with the view that the order may be disavowed or explained.

I inclose a copy of the newspaper extract, and have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

LYONS.

Hon. WILLIAM H. SEWARD, &c., &c., &c.

Viscount Monck to Mr. Burnley.

GOVERNMENT HOUSE,

Quebec, October 26, 1864.

SIR: My attention has been called to the accompanying extract from the New York Post, purporting to give the words of an order telegraphed to the officer commanding at Burlington, Vermont, by Major General Dix, on the occasion of the late outrage at St. Albans.

I have, of course no means of knowing whether such an order as that alluded to was ever issued by Major General Dix; but as it has appeared uncontradicted in the public papers, and contains express directions, on the part of an official of the United States, for the entry of the troops of that power on the territory of her Majesty, I think it my duty to ask you to bring the subject under the notice of the Secretary of State of the United States, with the view that the order may be disavowed or explained.

While no one would be inclined to scan too narrowly the conduct pursued by the citizens of St. Albans, while smarting under the effect of the outrage to which they have been lately unfortunately subjected, it is obvious that an order such as that to which allusion is here made, if issued by a responsible officer of the United States, would be liable to a different construction, and might, unless remonstrated against, be drawn into a precedent in the future. You may assure Mr. Seward that there exists among the British authorities in Canada the most earnest desire to use all the powers which the laws confer upon them,

in co-operation with the officials of the United States, for the repression and punishment of outrages such as that which has just occurred at St. Albans.

I trust that the proceedings lately adopted in this province will prove that this declaration is not an empty profession, and will show that the most energetic measures will at all times be used to prevent any aggression on the territory of the United States from Canadian soil, or any abuse of the right of asylum allowed in her Majesty's dominions.

I am sure that Mr. Seward will, on the other hand, see that it is necessary, in order to the maintenance of these amicable relations, that no act should be done by any civil or military officer of the United States which might bear the construction of being an infraction of the rights of her Majesty, or a violation of the soil of her dominions, and that he will believe that this remonstrance is made in no unfriendly spirit, and is prompted by a sincere desire to prevent any just cause of complaint between the countries.

I have, &c., &c.,

MONCK.

J. HUME BURNLEY, Esq., &c., &c., &c.

[From the New York Evening Post.]

THE RAID AT ST. ALBANS.

The organization of bands of rebel marauders in Canada for the purpose of coming within our lines, committing depredations on our property, and shooting down our citizens, is of so grave a character as to demand the prompt and decisive action of the government. If measures are not adopted to put an end to this abuse of the right of asylum, and the violation of the duties of neutrality, our citizens on the frontier will take the matter into their own hands. We should deeply regret such unauthorized acts of reprisal. Whatever is done should be done under the authority of the government. Either the Canadian authorities should be called on to send the rebels who are getting up predatory enterprises against us out of Canada, or we should have armed forces on the frontier, ready to take summary vengeance on these marauders, and for that purpose to follow them, as we have a right to do, across the lines, if the pursuit is instant. When General Dix was advised of the outrage at St. Albans, he sent the following dispatch to the commanding officer, at Burlington, Vermont: "Send all the efficient force you have to St. Albans, and try to find the marauders who came from Canada this morning. Put a discreet officer in command; and, in case they are not found on our side of the line, pursue them into Canada, if necessary, and destroy them."

The order was carried out, so far as to pursue the marauders into Canada, where eight of them were captured. If they had been shot down, as they shot down the peaceful citizens of St. Albans, it would have been no more than exact justice. A single example of stern retribution would go far to break up these piratical expeditions. But the government should take the matter in hand, as a grave international question, and not leave it to local commanders.

Mr. Seward to Lord Lyons.

DEPARTMENT OF STATE,
Washington, November 3, 1864.

MY LORD: I have the honor to acknowledge the receipt of your lordship's note of the 29th of October last, together with a copy of a communication which has been addressed to you by his excellency Lord Monck, the governor general of Canada, in which he asks an explanation or a disavowal of what is set forth in an article in the New York Evening Post, on the subject of the crimes of robbery and murder recently committed at St. Albans by persons who came from Canada to that place, and retired again to Canada for refuge from capture and punishment.

On the 24th day of October last I addressed a note to Mr. Adams concerning the transactions referred to, in which I fully explained the views and sentiments of this government in regard to the unhappy condition of affairs on the British American borders, its causes, probable consequences, and its needful remedy. Indignant complaints by newspapers, which are entirely independent of the government, as well as spirited, hasty, popular proceedings for self-defense and retaliation, are among the consequences which must be expected to occur, when unprovoked aggressions from Canada no longer allow our citizens to navigate the intervening waters with safety, or to rest at home with confidence of security for their property and their lives. With a sincere conviction that Earl Monck is governed by the highest sense of honor and justice, I must, nevertheless, be allowed to say that I do not think the matter which he has submitted, when duly weighed, is sufficient to call for any enlargement or modification of the views I have already submitted through Mr. Adams to her Majesty's government. While the government has been engaged in considering Earl Monck's request, our requisitions for the offenders whose crimes committed on Lake Erie, and for the burglars and murderers who invaded Vermont, remain unanswered. We hear of a new border assault at Castine, in the State of Maine, and we are warned that plots are formed at Montreal to fire the principal cities of the Union. It is not the government nor is it the people of the United States that are delinquent in the fulfillment of fraternal national obligations.

I have the honor to be, with the highest consideration, my lord, your obedient servant,

WILLIAM H. SEWARD.

Right Hon. LORD LYONS, &c., &c., &c.

Mr. Seward to Lord Lyons.

DEPARTMENT OF STATE,
Washington, November 11, 1864.

MY LORD: I have the honor to inclose a copy of a telegram of yesterday from Major General John J. Peck, in regard to the movements of the Georgiana. I will thank your lordship to notify his excellency Viscount Monck of its purport.

I have the honor to be, with the highest consideration, my lord, your obedient servant,

WILLIAM H. SEWARD.

Right Hon. LORD LYONS, &c., &c., &c.

Mr. Peck to Mr. Seward.

[Telegram.]

SYRACUSE, NEW YORK,
November 10, 1864.

Just from Buffalo. The Georgiana is near Port Colborne, twenty miles distant. She was lately purchased at Toronto, Canada West, for commercial purposes, and seventeen thousand dollars in gold paid. The price is far beyond her value, in the opinion of the best judges. This, in connection with the fact that the business season is at an end, stamps the transaction with suspicion, and warrants the belief that she is intended for raiding operations.

JOHN J. PECK,
Major General.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Seward to Lord Lyons.

DEPARTMENT OF STATE,
Washington, November 11, 1864.

MY LORD: I have the honor to communicate for your lordship's information, and that of her Majesty's authorities in Canada, a copy of a dispatch of the 8th instant, from D. Thurston, esquire, the vice-consul general of the United States at Montreal, and of the paper which accompanied it, in regard to the sale of the schooner Georgian, or Georgiana, to parties suspected of being agents of the insurgent enemies of the United States, which was the subject of my note to your lordship of this morning.

I have the honor to be, with the highest consideration, my lord, your obedient servant,

WILLIAM H. SEWARD.

Right Hon. LORD LYONS, &c., &c., &c.

Mr. Thurston to Mr. Seward.

No. 91.]

UNITED STATES CONSULATE GENERAL,
Montreal, November 8, 1864.

SIR: I have the honor to inclose a letter from the consular agent at Toronto, in relation to the sale of the schooner Georgian to a supposed rebel agent, by parties residing at Toronto. This is a new vessel, built some year and a half since on the Georgian Bay, by G. H. Wyatt and others, and has, I believe, made one trip across the Atlantic. She is a splendid vessel, built with great care, a fast sailer, and would, if employed in the business mentioned in Mr. Kimball's dispatch, be capable of doing immense injury to the shipping on the lakes. Mr. Wyatt and his partners sold the steamer Bowmanville some two years ago. She was ostensibly to be employed in legitimate trade, but was undoubtedly designed for blockade running. The corroboration of the purposes for which the Georgian has been purchased by four persons, unknown to each other, would seem to establish the fact that she has been bought for the design

of being converted into a ram by rebel agents in Canada, and that measures should be at once taken to prevent the plan being executed. I have notified the Canadian government.

With great respect, I am, sir, your obedient servant,

D. THURSTON,

United States Vice-Consul General.

HON. WILLIAM H. SEWARD,

Secretary of State.

Mr. Kimball to Mr. Potter.

UNITED STATES CONSULATE,

Toronto, C. W., November 5, 1864.

SIR: I have honor to report the following information, which I communicated to the provost marshal of Buffalo, N. Y., under date of November 3. It is given to me by four different parties, unknown to each other:

First. Messrs. A. M. Smith & Co. and George H. Wyatt informed me, in answer to my questions, that they have sold the propeller Georgian, which they owned, to one Bates, from Michigan, who intends to use her in the lumber trade. They delivered her at Port Colborne, C. W., on the first or second of this month. They claim that she is particularly adapted to the lumber trade, as she carries heavy loads with light draught, and the present owners *intend to strengthen her beams for towing*. I consider they partially admitted that the pay came through the Ontario Bank, (\$16,500,) where I know Colonel Thompson, the confederate agent, keeps his account.

The second person says he knows this Bates; knew him in Louisville, Ky. He was at one time a captain of the steamer Magnolia on the Mississippi River.

A third person, whom I well know, but who has previously sympathized with the confederates, came to me of his own accord to *reveal* what he claims as a *great plot*, in order to arrest it, because, he assumes, its success would have a tendency to make trouble between the United States and Canada. He gives as a synopsis the following, which he says he received from Captain Bates himself:

The Georgian is purchased by the confederates. She is to be strengthened in the bow for a ram somewhere on Lake Huron, after which she will take on men, cannon, small-arms, and ammunition, and run into the Michigan off Johnson's Island to sink her; then make a *dash* to release the prisoners, who will at once be furnished with arms if they meet with success; after which the Georgian will go on a cruise of destruction, including Buffalo harbor and other places.

My informant claims to know the details of the whole plot, men and places, and would reveal the whole of it to the authorities in the United States, if I, as an officer of the United States government, would pay his expenses, and he would also expect the United States to remunerate him. I told him I could not see any difference between his revealing to me or to the authorities in Buffalo, and therefore could not comply with his requests; but if he would give me his information I would transmit it to the department, and if it was of *real service* to them I had no doubt they would do him justice. He would not consent to this.

A fourth person says he has been solicited to join an expedition by the confederates. They tell him they have a steamer, but would not say

what one it was, plenty of arms and ammunition, and they were going to make an attempt to release the prisoners on Johnson's Island. For the purpose of getting more information he agreed to meet them at Sarnia this week; would be here on Monday next, and would see me and give me any further information he might obtain.

Taking these circumstances altogether, I have no doubt something of the kind is intended, and therefore immediately communicated the intelligence as I received it to the authorities in Buffalo, with the request that they should notify other authorities as they deem proper.

I am, sir, very respectfully, your obedient servant,

R. J. KIMBALL,
United States Consular Agent.

Hon. JOHN F. POTTER,
Consular General, B. N. A. P., Montreal, C. E.

Lord Lyons to Mr. Seward.

BRITISH LEGATION, *November 13, 1864.*

MY DEAR SIR: Viscount Monck informs me by telegraph as follows with respect to the Georgiana:

"I have just had the following telegram from the revenue collector at Sarnia, from which port the Georgiana cleared for Port Colborne. Propeller Georgiana arrived during night; searched her; found nothing suspicious; will give her clearance when ready to start."

Believe me, my dear sir, yours, faithfully,

For LORD LYONS,
J. HUME BURNLEY.

Hon. WILLIAM H. SEWARD, &c., &c., &c.

Lord Lyons to Mr. Seward.

WASHINGTON, *November 15, 1864.*

MY DEAR SIR: With reference to my private letter to you of the 13th instant, respecting the release of the Georgiana, I think it useful for you to possess copies of the inquiries made about her by the collector of customs at Port Colborne, and of a telegraphic circular sent by the Canadian finance department to the various collectors of customs at the different ports on the lakes, with respect to ships of a suspicious character.

Believe me to be, my dear sir, your very faithful, humble servant,

For LORD LYONS,
J. HUME BURNLEY.

Hon. WILLIAM H. SEWARD, &c., &c., &c.

[Telegraphic circular.]

Collector of Customs at———:

Give particular attention to vessels clearing from your port; if any circumstances indicate intention to violate neutrality laws, refuse clearance and detain vessel, immediately reporting to this department and to the attorney general.

FINANCE DEPARTMENT,
Quebec, November 8, 1864.

By telegraph from Collector at Port Colborne to honorable A. T. Galt.

NOVEMBER 8, 1864.

Propeller Georgiana entered inwards from Port Stanley on 29th of October, discharged cargo and reported inwards for Buffalo on 1st of November; returned here on 3d; captain came to the office and stated he had been to Buffalo for repairs; had a clearance for this port without cargo; was going to Sarnia, but wanted wood; wished to know if it was necessary to have a clearance from here to Sarnia, having a clearance to a British port; did not grant another; weather stormy; remained until Saturday, when weather moderated; left at six-thirty p. m.; on inquiring of harbor-master, he informed me she took sixty or seventy cords wood, as stated, for ballast; he stated they informed him on board she was going to Chicago; nothing connected with her suspicious unless taking the quantity of wood and going to one port, when reporting here she was going to another, might be so construed; did not come to the office after taking wood on board; Mr. Gordon, from whom the wood was purchased, has stated she only took thirty cords.

N. PRING, *Collector.*

Mr. Seward to Mr. Adams.

No. 1153.]

DEPARTMENT OF STATE,

Washington, November 17, 1864.

SIR: I transmit herewith a copy of a dispatch of the 10th instant, No. 95, from Mr. D. Thurston, vice-consul general of the United States at Montreal, Canada, and of the reply thereto, of the 16th instant, No. 61, relative to the proceedings of the Canadian authorities in regard to prevention of hostile expeditions from the British provinces against the United States. I fear that after all, either through deficiency of the laws, or error in application of them, the outrages may be continued, the consequences of which I have already indicated.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Thurston to Mr. Seward.

[Extracts.]

No. 95.]

UNITED STATES CONSULATE GENERAL,

Montreal, November 10, 1864.

SIR: Some days since the Hon. G. E. Cartier, attorney general, East, called at the Ottawa Hotel, and left his card for the consul general and myself. The consul general being absent, Mr. Cartier expressed the wish that I would call on him at his residence before he left the city. Accordingly, the next day I called at his house, but not finding him at home I left my card, with a request that he would do me the honor to call at the consulate previous to his leaving for Quebec. Saturday morning last Mr. Emmons, of Detroit, called at the consulate, and stated that the object of his visit was to obtain information in reference to the raid on St. Albans, the sentiment of the people of Canada, and the views which the government of Canada might entertain of its powers to render up the prisoners under the law; or, if the law was defective, whether

the government possessed the right to increase its powers by additional legislation.

He explained to me that he had no official character, but that he had lately visited Washington, and had an interview with the honorable Secretary of State, and although he had received no authority to represent the government from the department, yet the honorable Secretary of State had sympathized with his efforts, and had freely conversed with him and his associate, Mr. Barnes, of Portland, on these subjects, as citizens, and had expressed the wish that they should visit Montreal on their way home. Mr. Emmons exhibited to me several documents establishing, as I believe, his position as a gentleman of position and respectability in his State, and referred me to parties in Montreal to whom he was well known.

While I was conversing with Mr. Emmons, Mr. Cartier and the Hon. D'Arcy McGee, minister of agriculture, came into the consulate. I introduced to them Mr. Emmons, and stated to them the object of his visit at Montreal, as explained to me, and remarked to Mr. Cartier that I presumed, from his calling on the consul general and myself at our hotel, and the expression of his wish that I should visit him at his residence, he desired to confer with me on the matter of the St. Albans raid. I had ventured to request him to call at the consulate, as I learned he was to leave for Quebec that evening, and I feared I should miss the opportunity of having an interview before he left.

I then informed him that explanations had been made to the Department of State of the immediate and earnest action of the authorities of Canada to secure the arrest of the raiders, and of the kindness and courtesy with which the representations of the consular officers had been received by the government of Canada, and of the satisfaction which had been expressed by the Secretary of State at the promptness and efficiency which the provincial government had manifested in this matter.

They also invited my frequent consultation with their officials in Montreal, and in other localities, and desired me freely to communicate with them whenever I had any matter of which I thought it proper they should be informed. They expressed their earnest desire to do everything possible under the law, and evinced much pleasure that the department had been informed of the steps taken in the St. Albans raid, and left.

This interview, with three of the leading members of Lord Monck's ministry, unsolicited on my part, is certainly an evidence of the good faith of the government of Canada, and its earnest desire effectually to put in force all the requirements of the law, and to maintain all their obligations as a neutral power at peace with the United States. I should not have asked an interview of this kind, but as Mr. Cartier evidently sought the opportunity of conversing with me on the subject of the raid, committed on the territory of the United States, I deemed it my duty to talk freely with him, Mr. McGee, and Mr. McDougal on the subject, and have the honor to give you the foregoing narrative as a resumé of what was done.

I have the honor to be your obedient servant,

D. THURSTON,

United States Vice-Consul General.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Seward to Mr. Burnley.

DEPARTMENT OF STATE,
Washington, December 14, 1864.

SIR: I have the honor to communicate herewith for your information a copy of an instruction of this date which I have, under the President's direction, addressed to Charles Francis Adams, esq., the minister of the United States at London,* upon the receipt of telegraphic dispatches from the agents of the United States in Montreal, announcing to me the facts that Samuel Eugene Lackey and others, whose extradition was requested in my note to Lord Lyons of the 21st of November last, upon the charges of murder, robbery, and assault with intent to commit murder, within the jurisdiction of the United States, have been discharged from custody, that the money and other property stolen by them has been returned to them, and that they are now at large.

I have the honor to be, with the highest consideration, sir, your obedient servant,

WILLIAM H. SEWARD.

J. HUME BURNLEY, Esq., &c., &c., &c.

Mr. Burnley to Mr. Seward.

WASHINGTON, December 14, 1864.

SIR: I have the honor to acknowledge the receipt of your note of the 14th instant, inclosing a copy of an instruction of this date, which you have, under the President's direction, addressed to Mr. Adams, United States minister in London, upon receipt of telegraphic news that Samuel Eugene Lackey and others had been dismissed from custody at Montreal, and beg to thank you for sending me a copy of this communication.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

J. HUME BURNLEY.

Hon. WILLIAM H. SEWARD, &c., &c., &c.

Mr. Burnley to Mr. Seward.

WASHINGTON, December 15, 1864.

MY DEAR SIR: This is what the governor general telegraphed last night:

"The St. Albans men were discharged yesterday, on grounds so absurd that I cannot account for it. Fresh warrants have been issued for their apprehension, and the police are making every effort to prevent their escape."

Very truly yours,

J. HUME BURNLEY.

Hon. WILLIAM H. SEWARD, &c., &c., &c.

* See instruction No. 1190 to Mr. Adams, *ante*.

Mr. Burnley to Mr. Seward.

BRITISH LEGATION,
Washington, December 16, 1864.

MY DEAR SIR: I have just received a telegraphic message from Viscount Monck, begging me to convey to you his thanks for the prompt and satisfactory explanation of General Dix's order.

He begs me to assure you of his vexation at the turn affairs have taken in the St. Albans case, and that the Canadian government are doing everything in their power to remedy the mischief done by the magistrate's extraordinary decision.

As a good deal of excitement, however, prevails in consequence of General Dix's order, Viscount Monck is anxious to know whether you object to his making public the substance of what I telegraphed to him, which was, "that the order had been issued without instructions, but that steps would be taken to prevent action on that portion of it which related to crossing the border into Canada."

I am, very truly, yours,

J. HUME BURNLEY.

Hon. WILLIAM H. SEWARD, &c., &c., &c.

Mr. Adams to Mr. Seward.

[Extract.]

No. 832.]

LEGATION OF THE UNITED STATES,
London, December 16, 1864.

SIR: * * * * *

In accordance with the desire expressed in 1164, of the 29th of November, I have transmitted to Lord Russell the information contained in General Dix's letter, respecting the rebel organization at Marysburg, Prince Edward's County, in Canada.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Burnley to Mr. Seward.

WASHINGTON, December 17, 1864.

SIR: I have the honor to communicate to you, under the instructions which I have received from her Majesty's principal secretary of state for foreign affairs, the inclosed copy of a dispatch addressed to Lord Lyons relative to the intention of the United States government, in conformity with the treaty reservation right, to increase their naval armament upon the North American lakes.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

J. HUME BURNLEY.

Hon. WILLIAM H. SEWARD, &c., &c., &c.

Earl Russell to Lord Lyons.

FOREIGN OFFICE, November 26, 1864.

MY LORD: Your lordship, in your dispatch of the 28th ultimo, has referred to the intention of the United States government to give notice to her Majesty's government that, in conformity with the treaty reservation of the right to give such notice, the United States government will deem themselves at liberty, at the expiration of six months after the communication shall have been made, to increase their naval armament upon the North American lakes, if, in their judgment, the condition of affairs should require it; and you have inclosed a copy of a dispatch from Mr. Seward to Mr. Adams, which, after referring to the case of the Chesapeake, and after relating various acts of aggression from Canada, namely, the seizure and destruction of the Philo Parsons and Island Queen on the lakes, and the attack upon the town of St. Albans, in Vermont, by a party of twenty-five men, issuing from the British territory, proceeds to lay down the following important propositions:

1. "The insufficiency of the British neutrality act, and of the warnings of the Queen's proclamation to arrest the causes of the complaint referred to, were anticipated early in the existing struggle, and the British government was asked to apply a remedy by passing an act more stringent in its character, such as ours of the 10th of March, 1838, which was occasioned by a similar condition of affairs. This request has not been complied with, though its reasonableness and necessity have been shown by subsequent acts."

2. "It is now my duty to instruct you to give notice to Earl Russell, in conformity with the treaty reservation of that right, that, at the expiration of six months after you shall have made this communication, the United States will deem themselves at liberty to increase the naval armaments upon the lakes, if, in their judgment, the condition of affairs in that quarter shall then require it."

3. After again recurring to the measure of 1838, Mr. Seward says: "I should fail, however, to express a sincere conviction of this government if I should not repeat now, what I have heretofore so often had occasion to say, that practically the policy of neutrality which her Majesty has proclaimed has failed as well in the British home ports as in the British colonies, and especially in the latter, and that it must continue to fail more conspicuously every day so long as asylum is allowed there to active agents of the enemies of the United States, and they are in any way able, by evasion or otherwise, to use the British ports and British borders as a base for felonious depredations against the citizens of the United States; nor are we able to conceive of any remedy adequate to the present exigency but the recognition by her Majesty's government of the first and exclusive sovereignty of the United States in all the waters and territories legally subject to the jurisdiction of this government."

On the 23d instant I received from Mr. Adams the note which I inclose, and the several documents annexed to it; but as they are the same in substance as the communication you have sent me, I think it will be more convenient to deal with the formal and authoritative dispatch of the Secretary of State.

1. The reference to the act of March 10, 1838, (of which I inclose a copy,) will not have any application with respect to vessels leaving the shores of the United Kingdom. The difficulty in regard to vessels fitted out or equipped in our home ports has always consisted in proving that the vessel was "provided or prepared for any military expedition

or enterprise against the territory or dominions of any foreign prince or state with whom her Majesty is at peace," and a similar difficulty would be found in enacting a law exactly copied from the United States act of March 10, 1838. With regard to "territories conterminous with the United States," it might, indeed, more easily be proved, with respect to any military bodies assembled near the border, that they were intended to cross the frontier in hostility to a state with whom her Majesty is at peace. On this part of the question I have to desire you to assure Mr. Seward that the subject is undergoing the most searching investigation by the law officers of the Crown, with a view to take the most effectual measures to prevent incursions from the bordering British provinces into the territory of the United States. In the mean time I have to observe that in the early part of the war, while active efforts were made to fit out, in British ports, ships intended to be completed in the waters of other neutral states, as ships of war, and thence to be employed as cruisers against the United States, but few, if any, attempts were made to disturb the frontier of Canada by military or naval expeditions. Hence the act of Congress of March, 1838, was not considered to be applicable to the existing state of affairs. I may also observe, that during the late insurrection in Poland, although the governments of Austria and Prussia were, from a regard to their own interests, unfavorable to that insurrection, and although their means of repression were much more available and much more energetic than ours ever can be, yet insurgent expeditions from Galicia and from the Duchy of Posen were of very frequent occurrence. The governor of Canada, it is admitted by the United States government, has done all that he could lawfully do, and if his efforts should fail and other measures of repression consistent with the nature of our government shall be found requisite, her Majesty's government will not hesitate to propose them.

2. It is perfectly competent to the United States to give notice that at the end of six months that government will be at liberty to increase their naval force on the lakes. It is certainly true that while both nations are disarmed on the lakes, marauders or depredators may destroy or capture unarmed vessels belonging to either party. Her Majesty will, of course, be at liberty also to increase her naval force on the lakes at the expiration of the six months after notice, if she shall think fit so to do. But it is to be hoped that when peace is restored the former agreement, which was formed upon just and wise considerations, may be renewed, as one that must be advantageous to both parties.

3. The next proposition of the Secretary of State declares the neutrality proclaimed by her Majesty to have failed, as well in the British home ports as in the colonies; that it must continue to fail so long as asylum is allowed there to active agents of the enemies of the United States, and so long as those persons are in any way able, by evasion or otherwise, to use the British ports and British borders as a base for felonious depredations; and the Secretary of State adds, that the only remedy which the government of the United States is able to conceive, is the "recognition by her Majesty's government of the first and exclusive sovereignty of the United States in all the waters and territories legally subject to the jurisdiction of this government."

It appears to her Majesty's government that this proposal amounts to nothing less than a demand that Great Britain should cease to acknowledge the belligerent character of the southern States, and treat the southern citizens as felons and pirates. In order to consider this matter fully, I find it necessary to recur to the events of the last three years.

President Lincoln, immediately after his accession to power in 1861,

found himself face to face with a most formidable insurrection. In the month of April, 1861, he ordered a levy of seventy-five thousand men to meet the danger. Finding this number insufficient, armies of three, four, and even seven hundred thousand men have been raised, embodied, marched, exposed to battles and sieges, worn by fight and fever, exhausted, consumed, and replenished in this mighty contest. With similar purposes, the President, in the same month of April, 1861, proclaimed the blockade of the coast of seven States, and the blockade of two other States was added immediately afterwards. A navy was suddenly created, supposed to be adequate to the task of blockading three thousand miles of coast.

Her Majesty's government could not, any more than the other powers of Europe, fail to recognize in the vast extent of the territories involved in hostilities, and in the fierce nature of the contest, a civil war of the most extraordinary character.

In proclaiming that both parties in this vast war were to be treated as belligerents, and in admitting the validity of a blockade of three thousand miles of coast, her Majesty's government acknowledged an existing fact, and recognized the international law applicable to that fact. But her Majesty's government could not disguise from themselves the difficulties which would beset, under any state of law, the task of preventing undue aid being given by individuals among the Queen's subjects to one or the other of the belligerents. The identity of language, the increasing intercourse of trade, the immense extent of ship-building carried on in this country, and the ingenuity of speculators in defeating laws and proclamations, made it impossible that there should not be many escapes from the vigilance of the government, and many successful stratagems to disguise hostile proceedings.

Still her Majesty's government counted on the fair consideration by the government of the United States of what was possible on their estimate of the honest intention of the British Executive, and their knowledge of the latitude, both of opinion and of action, prevailing among a people nurtured like that of the United States in free institutions.

Her Majesty's government also thought that the United States must be aware that the law of nations and the circumstances of the war gave an immense advantage to the federals against the confederates in obtaining warlike supplies. In confirmation of this remark, it may be reckoned that besides very many batteries of artillery, five hundred thousand rifles have been manufactured in this country and conveyed to the shores of the northern States, to be used by the federal troops in the war. It may safely be said, also, that many thousands of the Queen's subjects have held those rifles against the breasts of men whom her Majesty does not regard as her enemies.

The supplies sent to the confederates are, on the other hand, very commonly intercepted and captured on the sea by federal ships of war. Her Majesty's government, however, have put in force impartially the provisions of the law, and have prosecuted those persons who, in apparent violation of that law, have fitted out vessels in our ports with the purpose, as it was believed, of aiding in hostilities against the United States, or who have been engaged in enlisting seamen or recruits in the service of either belligerent; and her Majesty's government have succeeded in preventing the departure from the Clyde and the Mersey of several ships intended for the service of the confederates.

Such being the state of affairs, her Majesty's government are not prepared either to deny to the southern States belligerent rights, or to pro-

pose to Parliament to make the laws of the United Kingdom generally more stringent.

To allow to the United States the belligerent rights of blockade and of search and detention to the widest extent, and to refuse them altogether to the other party in the civil war, who had possession of an extensive territory, who have all the forms of a regular government, framed on the model of the United States, and who are wielding large regular armies, would, her Majesty's government presume to think, be as contrary to the practice of civilized nations as it would be to the rules of justice and of international law.

Neither can her Majesty's government refuse an asylum to persons landing on our shores and conforming to our laws, merely because such persons may be or may have been in hostility with a government or nation with whom her Majesty is at peace.

The Congress and President of the United States have thought themselves compelled, by the necessity of internal war, to restrict and curtail the liberties of the people of those States. Her Majesty's government do not presume to judge of that necessity, but they cannot find in the hostilities which prevail on the continent of North America any justification for so altering the laws of the United Kingdom as to deprive the citizens of the southern States of America of that asylum which Great Britain has always afforded to men of all nations and of all political opinions.

But while the government of the United States complain that her Majesty's policy of neutrality has failed, her Majesty's government have had frequent occasion to complain that the United States have carried beyond all acknowledged limits the rights of belligerents. The crews of vessels seized as blockade-runners, who, by the law of nations, are only subject to detention till the case of the vessel in which they were found has been heard in a prize court, have been subjected to confinement for an indefinite period of time as prisoners of war, and her Majesty's government have more than once felt it to be their duty to express their opinion that such proceedings are a plain violation of neutral rights.

The United States government have also compelled British merchants trading between New York and a neutral port to give bonds for the conduct to be observed by them in that port, and for the direction of their future voyages, and this is against the plain tenor of the treaties subsisting between Great Britain and the United States.

The government of the United States have likewise permitted their subordinates and recruiting agents to enlist British subjects who had been drugged, and had not, when so enlisted, recovered from the effects of the treatment to which they had been subjected.

If her Majesty's government have not resisted more strenuously than they have hitherto done these illegal and unfriendly proceedings, the cause is to be found in their belief that the passion and excitement of the contest have, for a time, obscured the sense of justice and respect for law which usually distinguish the United States, and that with the close of the contest calm consideration will return, and a just view of these transactions will be taken.

The welfare and prosperity of the United States are earnestly desired by the government of her Majesty, and the necessity of securing peace and harmony on the border between the British and the United States territory is fully acknowledged. With this disposition on both sides, her Majesty's government cannot doubt that adequate means of repression will be found, and that signal failure will attend any wicked attempts which may be made to involve the two nations in the calamities of war.

It is a pleasure to me to conclude this dispatch by noticing the handsome terms in which the Secretary of State declares himself not only able but obliged to acknowledge that the Canadian authority has in the last instance mentioned "thus far co-operated with this government in faithful and diligent efforts to bring the disturbers of public peace to justice." Her Majesty's government trust such faithful co-operation in the performance of friendly offices may long continue on both sides.

I have to instruct you to give a copy of this dispatch to the Secretary of State.

I am, &c.,

RUSSELL.

LORD LYONS, G. C. B., &c.

Mr. Seward to Mr. Adams.

No. 1194.]

DEPARTMENT OF STATE,

Washington, December 19, 1864.

SIR: I have to acknowledge the receipt of your dispatch of the 25th of November last, No. 821. It is accompanied by a copy of the representation which under previous instructions you addressed to Earl Russell, on the special subject of the recent aggressions upon the Canadian border. The paper is accurate, elaborate, and comprehensive, and is therefore approved. I fear, however, that her Majesty's government very imperfectly apprehend the exigency to which their attention has been called. Of course it is not known here what they may have done in the premises; but it is certain that while they have been either considering it, or overlooking it, the complications of the case have greatly increased.

In my dispatch of the 14th instant, No. 1190, I informed you that Coursol, the provincial judge at Montreal, had set at liberty the felons who committed the crimes of robbery and murder at St. Albans. Subsequent information confirms the fact, with the addition that the money stolen, to the amount, as is understood, of ninety thousand dollars, which was in the custody of the law, was delivered to the felons by the police, under the direction of the same judge, and that thus richly furnished with the spoils of our citizens, they were conveyed amid popular acclamations, in sleighs which had been prepared for their escape, from the court-room, beyond the reach of fresh pursuit; that the discharge of the prisoners was placed upon technical ground, now confessed to be erroneous, equally in law and in fact; that when new warrants were issued, the police were dilatory and treacherous in its execution, and that all efforts for the recapture of the culprits have thus far been unsuccessful. It is believed that they have already escaped from Canada, to find even more sure protection and favor in Nova Scotia. It is impossible to consider these proceedings as either legal, just, or friendly towards the United States.

On the other hand, I am just now informed that Burleigh, the pirate of Lake Erie, who was held under a warrant of another judge at Toronto, has not yet been set at liberty. But while disappointment, disgust, and regret on account of the escape of the felons at Montreal are expressed by the Canadian authorities, and while the expression is believed to be sincere, yet we have no authentic information that any proceedings have been taken to vindicate the so-called neutrality of the British provinces, or prevent repetition of the injuries of which we complained, other than the unavailing renewed pursuit of the offenders out of one colony into

another. This is the condition of affairs on the other side of the boundary. On this side there have been intense feeling and energetic action. Congress has passed a law authorizing the building and equipment of six steam revenue cutters for service on the lakes. The House of Representatives has passed and sent to the Senate a bill, which requests the President to give the notice needful for bringing to an end the reciprocity treaty. Mr. Chandler, one of the senators of Michigan in Congress, has submitted to the Senate resolutions, of which a copy is hereunto annexed. In submitting them, he discussed with severity and frankness the relations of the United States and the British provinces. A copy of his remarks is also annexed.

Major General Dix, within whose command the eastern part of the frontier lies, without directions from the War Department, issued and promulgated general orders, of which a copy is appended. This proceeding, although it met with general favor, was nevertheless overruled and modified by the President in one of its essential features. That modification appears in the copy of a supplementary order of General Dix, which is appended to this dispatch.

An order has been made by this department, directing that except immigrant passengers, no traveler shall be allowed to enter the United States without a passport, signed and viséd by an American minister or consul. A copy of this order is annexed. Thus it appears that owing to transactions, for which the United States believe themselves perfectly irresponsible, a crisis has been reached, which does not suffer American citizens, living in or near the British border, to navigate the frontier lakes and rivers in safety. Their treasure is not safe in their vaults, and their sleep is disturbed by well-founded apprehensions of midnight fire, robbery, and murderous aggressions from the British border provinces. Our appeals and our remonstrances to her Majesty's government have not gained for us any assurance of greater security in the future.

You will exercise your own discretion as to the form and extent in which you will place these facts and reflections before her Majesty's government. Nevertheless, I shall procure accurate information concerning the amount of stolen money, which was delivered by order of Judge Coursol to the felons at Montreal, and I shall expect you to inform her Majesty's government that in the opinion of this government the owners of that money at St. Albans are entitled to restitution thereof.

In all your communications with Earl Russell you will assure him that this government, while it steadily perseveres in seeking guarantees for our domestic peace and safety against the invasion of border enemies, nevertheless most earnestly desires and constantly aims to remain in peace and friendship and fraternal intercourse with the British provinces and with the British empire.

Just when I was about to submit the foregoing portion of this paper to the President for his approval, I was favored by Mr. Burnley with a copy of a dispatch which was addressed by Earl Russell to Lord Lyons on the 26th of November last. Lord Lyons having received from me, for his own information, a copy of my instruction to you, upon which your note of the 23d of November last to Earl Russell was based, Lord Lyons very properly communicated that copy to the right honorable secretary, and he with equal propriety answered your representation by the before-mentioned dispatch, addressed to Lord Lyons. In Lord Lyons's absence, Mr. Burnley has placed the dispatch in my hands. The mail cannot wait for a full consideration on my part of Earl Russell's careful and elaborate paper. I think, however, that what his lordship has written affords no reason for withholding from her Majesty's government the facts, opin-

ions, and sentiments which I have submitted in the instruction. You will, therefore, make them known to Earl Russell, with an explanation of the fact that they were prepared, not in reply to his lordship's dispatch to Lord Lyons, but in anticipation of what he might be pleased to offer.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

THIRTY-EIGHTH CONGRESS, SECOND SESSION.

IN SENATE—*Wednesday, December 14, 1864.*

RAIDS FROM THE BRITISH PROVINCES.

Mr. CHANDLER. Mr. President, I see in this morning's paper the following announcement:

"TORONTO, *December 13.*—The St. Albans raiders have been discharged for want of jurisdiction. There is much excitement."

I desire to offer a couple of resolutions this morning bearing upon this subject, one of them particularly; but I do not expect to make the Senate understand the state of feeling that exists on the Canadian border. I have a great number of letters in my possession from gentlemen living upon that border. In my own city, which is within musket range of the Canadian shore, thousands of the citizens have been under arms for a long time, and we have been under a continuous state of alarm for fear of incendiaries, murderers, burglars, and robbers from the Canadian frontier. From the announcement that I have read it would seem to appear that the Canadian authorities have made up their minds to protect these raiders. As I understand it, a man goes from the South to Canada with a commission purporting to be issued by Mr. Davis, enlists his raiding party, crosses the frontier, murders, robs, burns, destroys, returns again to Canada, and is there protected by the authorities. The letters which I have in my possession are all bearing upon that point. The one I now hold in my hand is from one of our most respectable citizens in the city of Detroit, a gentleman of great wealth, of high political and social position, and who earnestly desires to avoid a difficulty with Great Britain at this time. He says:

"The anxiety growing out of the mist and doubt encircling every rumor that reaches us is not to be endured, and upon some slight provocation one of these days, regardless of neutral lines, our people will be found in Canada engaged in some act that the Canadian government will say is wrong, and, sooner or later, war will be the result; this we do not want."

Again he says:

"Will you give it your attention, for I think it involves, sooner or later, if not properly heeded, war with England."

As I said when I commenced, I have no expectation of making the Senate comprehend this state of excitement, this intense state of feeling which exists on that border. Vermont may, for aught I know, quietly submit to have her towns robbed and burned, and her citizens murdered, but the Northwest will not. The people cannot be restrained unless the government takes prompt and immediate action upon this subject; and I desire to offer the following resolution on the subject. It may not

meet the views of the Senate, but I offer it for the purpose of having the subject referred to a committee; and I have another to follow it:

Whereas, raids have been organized in the Canadas and Nova Scotia, and men enlisted in said British provinces by men purporting to hold commissions from the rebels of the United States, for the purpose of robbing and murdering peaceable citizens of the United States, of burning cities and villages, of piratically capturing merchant vessels and murdering their crews, being a general system of murder, arson, robberies, and plunders of the peaceable and unarmed citizens of the United States; and whereas the people of the British provinces seem disposed to protect these thieves, robbers, incendiaries, pirates, and murderers, not only in their individual capacity, but by the quibbles of the law: Therefore,

Resolved, That the Committee on Military Affairs be directed to inquire into the expediency of immediately enlisting an army corps to watch and defend our territory bordering on the lakes and Canadian line from all hostile demonstrations.

I ask for the present consideration of the resolution.

Mr. JOHNSON. I object.

The PRESIDENT *pro tempore*. Objection is made, and the resolution will lie over until to-morrow.

Mr. CHANDLER. I move that the resolution be printed.

The motion was agreed to.

RECLAMATION ON GREAT BRITAIN.

Mr. CHANDLER. I had hoped that that resolution would pass unanimously this morning; but as it is objected to, of course it must lie over. I now offer the following resolution:

Whereas at the commencement of the present rebellion the United States were at peace with the governments of the world, and upon terms of comity and good will with Great Britain; and whereas that nation, before the arrival on her soil of our minister accredited by the administration of President Lincoln, precipitately acknowledged the rebels as belligerents, thus recognizing their flag upon the ocean, without which recognition it would have been regarded and treated as piratical by all other powers; and whereas she then proclaimed perfect neutrality between a republic with which she had entertained friendly relations for upward of half a century and its treasonable subjects; and whereas numbers of her subjects, with the knowledge of her government, commenced fitting out British fast-sailing ships, loaded with munitions of war, for the purpose of running into our blockaded ports to the rebels, thus furnishing them the means of organizing and continuing the rebellion, and without which it could not have sustained itself six months; and whereas, in addition to the above, and with the knowledge of the government, British subjects and members of Parliament engaged in the manufacture of piratical English ships, owned by British subjects, manned by British seamen, and sailing under British colors, for the purpose of burning, destroying, and utterly driving from the ocean all peaceful merchant vessels sailing under the United States flag; and whereas many private and unarmed American ships have been burned and destroyed by these pirates from British ports, thus causing great loss and damage to the citizens of the United States: Therefore,

Resolved, That the Secretary of State be instructed immediately to make out a list of each ship and cargo thus destroyed; with a fair and separate valuation thereof, and interest thereon at the rate of six per

cent. per annum from the date of capture or destruction to the date of presentation, and that he be directed to demand from the British government payment in full for all ships and cargoes destroyed as aforesaid.

I ask for the present consideration of the resolution, and move that it be referred to the Committee on Commerce.

The PRESIDENT *pro tempore*. It requires unanimous consent to consider the resolution at the present time. Is there objection?

Mr. JOHNSON. I object.

The PRESIDENT *pro tempore*. Objection being made, it will lie over.

Mr. CHANDLER. I move that the resolution be printed.

The motion was agreed to.

[General Orders No. 97.]

HEADQUARTERS DEPARTMENT OF THE EAST,
New York City, December 14, 1864.

Information having been received at these headquarters that the rebel marauders who were guilty of murder and robbery at St. Albans have been discharged from arrest, and that other enterprises of a like character are actually in preparation in Canada, the commanding general deems it due to the people of the frontier towns to adopt the most prompt and efficient measures for the security of their lives and property.

All military commanders on the frontiers are therefore instructed, in case further acts of depredation and murder are attempted, whether by marauders or persons acting under commissions from the rebel authorities at Richmond, to shoot down the perpetrators, if possible, while in the commission of their crimes; or, if it be necessary, with a view to their capture, to cross the boundary between the United States and Canada, said commanders are hereby directed to pursue them wherever they may take refuge, and if captured they are under no circumstances to be surrendered, but are to be sent to these headquarters for trial and punishment by martial law.

The major general commanding the department will not hesitate to exercise to the fullest extent the authority he possesses, under the rules of law recognized by all civilized states, in regard to persons organizing hostile expeditions within neutral territory and fleeing to it for an asylum after committing acts of depredation within our own, such an exercise of authority having become indispensable to protect our cities and towns from incendiarism and our people from robbery and murder.

It is earnestly hoped that the inhabitants of our frontier districts will abstain from all acts of retaliation on account of the outrages committed by rebel marauders, and that the proper measures of redress will be left to the action of the public authorities.

By command of Major General Dix:

D. T. VAN BUREN,
Colonel and Assistant Adjutant General.

Official:

WRIGHT RIVES,
Aide-de-Camp.

ENFORCEMENT OF NEUTRALITY.

[General Orders No. 100.]

HEADQUARTERS DEPARTMENT OF THE EAST,
New York City, December 17, 1864.

The President of the United States having disapproved of that portion of department General Orders No. 97, current series, which instructs all military commanders on the frontier, in certain cases therein specified, to cross the boundary line between the United States and Canada, and directs pursuit into neutral territory, the said instruction is hereby revoked.

In case, therefore, of any future marauding expedition into our territory from Canada, military commanders on the frontiers will report to these headquarters for orders before crossing the boundary line in pursuit of the guilty parties.

By command of Major General Dix:

D. T. VAN BUREN,
Colonel and Assistant Adjutant General.

Official:

G. VON EICKSTEDT,
Aide-de-Camp.

GENERAL INSTRUCTIONS IN REGARD TO PASSPORTS:

DEPARTMENT OF STATE,
Washington, July 1, 1864.

Citizens of the United States visiting foreign countries are liable to serious inconvenience if unprovided with authentic proof of their national character. Their best safeguard is a passport from this department, certifying the bearer to be a citizen of the United States. Passports are issued upon application, supported by proof of citizenship.

On all subsequent occasions a simple reference to the number and date of passport will be sufficient.

When the applicant is a *native citizen of the United States*, he must transmit an affidavit of this fact, signed by him, stating his age and place of birth, and sworn to by himself and one other citizen of the United States named therein, to whom he is personally known, and to the best of whose knowledge and belief the declaration made by him is true. This affidavit must be attested by a notary public, under his signature and seal of office. When there is no notary in the place, the affidavit may be made before a justice of the peace, or other officer authorized to administer oaths.

If the applicant be a *naturalized citizen*, his certificate of naturalization must be transmitted for inspection. It will be returned with the passport. The widow or the children of a naturalized citizen must transmit the certificate of the naturalization of the husband or the father, stating under oath that they are such widow or children.

The application should be accompanied by a description of the person, stating the following particulars, viz: Age, years; stature, feet, inches, (English measure); forehead, ; eyes, ; nose, ; mouth, ; chin, ; hair, ; complexion ; face, .

When the applicant is to be accompanied by his wife, children, or servants, it will be sufficient to state the names and ages of such persons, and their relationship to the applicant.

Persons who leave the country expecting to obtain passports while abroad from the diplomatic or consular agents of the United States are liable to disappointment, inasmuch as it is the duty of those agents not to grant documents of that character, except to persons who are certainly known to be entitled to them; and it is sometimes difficult, if not impracticable, to procure proof of this fact in a foreign country.

Certificates of citizenship or passports issued by State authorities, or by judicial or municipal functionaries of the United States, are not recognized by the officers of foreign governments; and by the twenty-third section of the act of Congress approved on the 18th of August, 1856, it is made penal for such authorities and functionaries to issue such passports.

When husband, wife, and minor children expect to travel together, a single passport for the whole will suffice. For any other person in the party a separate passport will be required.

A new passport will be expected to be taken out by every person whenever he or she may leave the United States, and every passport must be renewed, either at this department or at a legation or consulate abroad, within one year from its date.

Five dollars tax, as imposed by law, will be required in United States currency with each application.

DEPARTMENT OF STATE,
Washington, December 17, 1864.

The President directs that, except immigrant passengers directly entering an American port by sea, henceforth no traveler shall be allowed to enter the United States from a foreign country without a passport. If a citizen, the passport must be from this department, or from some United States minister or consul abroad; and if an alien, from the competent authority of his own country; the passport to be countersigned by a diplomatic agent or consul of the United States.

This regulation is intended to apply especially to persons proposing to come to the United States from the neighboring British provinces. Its observance will be strictly enforced by all officers, civil, military, and naval, in the service of the United States, and the State and municipal authorities are requested to aid in its execution. It is expected, however, that no immigrant passenger, coming in manner aforesaid, will be obstructed, or any other persons who may set out on their way hither before intelligence of this regulation could reasonably be expected to reach the country from which they may have started.

WILLIAM H. SEWARD.

I. Passports for Canada and the adjoining British provinces are issued for one year, and need not be surrendered within that period.

II. Citizens of the United States, desirous of visiting Canada, may take out their passports either from United States consulates, or from this department.

III. United States consular agents are authorized to issue passports, and may countersign those of foreigners.

IV. Travelers making transit through Canada, from one American port to another American port, must procure passports.

V. Persons residing near the line, who desire to cross and recross daily, in pursuit of their usual avocations, are "travelers" in the contemplation of the order, and must provide themselves with passports.

VI. Females and minor children, traveling alone, are included in the order. When, however, husband, wife, and minor children travel together, a single passport for the whole will suffice. For any other person in the party a separate passport will be required.

VII. Should any person, native or foreign, clandestinely enter the United States in derogation of the order, the fact should be reported to the military authorities of the district.

Mr. Seward to Mr. Burnley.

DEPARTMENT OF STATE,
Washington, December 19, 1864.

SIR: I have the honor to communicate, for your information, a copy of an instruction of this department of the 6th instant, and of its inclosures, addressed to Mr. Adams, United States minister at London,* on the subject of certain intercepted correspondence of insurgents residing in Canada.

I have the honor to be, with high consideration, sir, your obedient servant,

WILLIAM H. SEWARD.

J. HUME BURNLEY, Esq., &c., &c., &c.

Mr. Burnley to Mr. Seward.

WASHINGTON, December 21, 1864.

SIR: I have the honor to acknowledge the receipt of your note of the 19th instant, and of its inclosures, relative to certain intercepted correspondence from persons residing in Canada.

I beg to state, in reply, that I have this day forwarded to his excellency the governor general of Canada copies of your communication; and that I will avail myself of the first opportunity to make her Majesty's government acquainted with the information which is contained therein.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

J. HUME BURNLEY.

Hon. WILLIAM H. SEWARD, &c., &c., &c.

Mr. Seward to Mr. Burnley.

DEPARTMENT OF STATE,
Washington, December 21, 1864.

SIR: I have the honor to state, for the information of her Britannic Majesty's authorities, that by a dispatch of the 13th instant, from the United States consul at Halifax, I have been apprised of the existence of a piratical organization, consisting of about three hundred persons, which has been formed for the purpose of seizing, plundering, or destroying, or, where it may be practicable, of appropriating steamers and other

[* See instruction, No. 1183, to Mr. Adams, December 6, 1864, *ante*.]

vessels belonging to citizens of the United States at different points along the Atlantic and Pacific coasts, and on lakes situated between the United States and Canada. The consul states that this body of desperadoes will separate into smaller parties and operate at different points; that a portion of the band will remain at Nassau; that several persons belonging to the organization have pretended commissions from the so-called secretary of the navy of the insurgents in arms against this government; that some of the parties connected with this organization left Halifax recently in the steamer Acadie, which sailed for Nassau and Havana; that Braine, one of the piratical leaders engaged in the seizure of the steamers Chesapeake and Roanoke, was at Halifax two or three days before the consular dispatch referred to was written; and that he left under an assumed name in a schooner for Nassau; that McDonald, who was associated with Braine in the seizure of the Chesapeake, is said to be in Canada, in the vicinity of Detroit.

I have the honor to be, with the highest consideration, sir, your obedient servant,

WILLIAM H. SEWARD.

J. HUME BURNLEY, Esq., &c., &c., &c.

—
Mr. Jackson to Mr. F. W. Seward.

No. 141.]

CONSULATE OF THE UNITED STATES,
Halifax, Nova Scotia, December 13, 1864.

SIR: I have the honor to inform you that an organization of rebels has been formed, consisting of at least three hundred persons, for the purpose of seizing, plundering, destroying, and, where practicable, appropriating American steamers and other vessels at different points along the Atlantic and Pacific coasts, and on the upper lakes.

The main object of these pirates will be to seize vessels having large amounts of money on hand. This body of desperadoes will separate in smaller parties and operate at different points. Their base of operations and headquarters will hereafter be at Havana, at which place they will be supplied with money, and such arms and other means as may be necessary to facilitate their operations. A portion of the company will probably remain at Nassau; another portion will proceed from Havana to Vera Cruz, and another portion to California, for the purpose of intercepting and seizing the Pacific mail steamers.

Those steamers carrying the largest amounts of money will be the special objects of attack. Several persons belonging to the organization have commissions from the rebel secretary of the navy. Some of the parties connected with the piratical gang left here last week in the steamer Acadie, which sailed for Nassau and Havana, and which steamer, it is said, will proceed from Havana to Vera Cruz.

Lieutenant Braine, one of the piratical leaders, and who was connected with the seizure of the Chesapeake and Roanoke, and who has a commission from the rebel government, was here two or three days ago in disguise, and left under an assumed name in a schooner for Nassau. McDonald, who was connected with Braine in the seizure of the Chesapeake, is said to be in Canada, in the vicinity of Detroit.

I have the honor to be, sir, your obedient servant,

M. M. JACKSON,
United States Consul.

Hon. F. W. SEWARD,
Assistant Secretary of State.

Mr. Adams to Mr. Seward.

No. 840.]

LEGATION OF THE UNITED STATES,
London, December 22, 1864.

SIR: In connection with your dispatch No. 1164, of the 29th of November, I have the honor now to transmit copies of a letter addressed by me to Lord Russell on the 12th, and of his lordship's reply of the 16th instant, relative to General Dix's report of the hostile movements in Canada.

I have the honor to be, sir, your obedient servant,
CHARLES FRANCIS ADAMS.

HON. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, December 12, 1864.

MY LORD: I have the honor to submit to your consideration a copy of a letter addressed to the Secretary of War, at Washington, by the officer holding the chief command in the military department embracing the northern frontier of the United States. I have already been called upon to enter so fully into the argument connected with this subject, that I deem it superfluous on the present occasion to do more than to furnish this paper as an additional illustration.

I pray your lordship to accept the assurance of the highest consideration with which I have the honor to be, my lord, your lordship's most obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Mr. Dana to Mr. Seward.

WAR DEPARTMENT,
Washington City, November 25, 1864.

SIR: The Secretary of War directs me to transmit for your information the inclosed copy of a letter from Major General Dix relative to the disturbed condition of the northern frontiers.

I have the honor to be, sir, your obedient servant,
C. A. DANA,
Assistant Secretary of War.

HON. WILLIAM H. SEWARD,
Secretary of State.

Major General Dix to Mr. Stanton.

HEADQUARTERS DEPARTMENT OF THE EAST,
New York City, November 22, 1864.

SIR: I have the following reliable information: There are about forty rebels in Marysburg, Prince Edward's County, Canada, on the north

Mr. Seward to Mr. Adams.

No. 1183.]

DEPARTMENT OF STATE,
Washington, December 6, 1864.

SIR: You will receive herewith a copy of intercepted correspondence, which will be found to support the protests you have been instructed to offer to her Majesty's government against the use of the British provinces on our border as a base for aggression, robbery, and murder.

The original papers are in my hands. We know that they are genuine. You will use them as shall seem expedient. They are preceded by extracts from a report of Major General Augur, by whom the bearer of the illicit correspondence was arrested. That report describes the intercepted correspondence.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

HEADQUARTERS DEPARTMENT OF WASHINGTON,
22D ARMY CORPS,
Washington, D. C., November 12, 1864.

* * * * *

In conjunction with Colonel Wells I have examined the papers found upon his person, and herewith transmit them for the consideration of the War Department. They are as follows, viz: Two envelopes and inclosures. The first of these envelopes has no address written upon it, but bears upon its reverse a seal in red wax, impressed apparently by an ordinary signet-ring. Though the wax has been somewhat broken, the letters C. C. C., jr., or the main portions thereof, can be made out. This envelope contains two inclosures. The first is a letter upon a single sheet of white note-paper, of a very thin description, like the envelope which contains it. This letter is dated St. Catharine's, Canada West, and is addressed to "My Dear Ginnie." It is also marked No. 20 at its head, but has no signature. At the bottom of the fourth page is a sort of postscript, marked H. L. C., and urging that an immediate answer should be sent. There is also posted at the head of the note a "Personal," cut from some newspaper, addressed to "Mrs. Caroline V. Tracy," and signed "T. E. Lacy."

The second inclosure in this envelope is a letter written upon one and a half sheet of thin blue letter-paper, also dated at "St. Catharine's, Canada West, November 1," addressed to the "Hon. J. P. Benjamin, secretary of state, Richmond, Va." It relates to the recent attack upon St. Albans, Vermont; and also to one Captain Cole, a rebel officer, captured on the United States steamer Michigan, and appeals to the confederate government to recognize and acknowledge the acts of these parties. This first envelope and its two inclosures I have marked letter A. The second envelope is also of thin white paper, but bears neither seal nor address. It contains three inclosures; first a thin piece of blank blue paper covering two letters. The first of these letters is dated "October 31, 1864," without the name of the place at which it was written. It is addressed at the top, "My Own Dearest," and is signed, "Your devoted husband," but without the name of the writer.

This letter, as well as its companion in the same envelope, is written upon thin blue letter-paper, precisely like that contained in the envelope

marked A. The other letter in this second envelope bears neither date nor address at the top, but is headed, "Extract from the proposition of ———, sent forward." It relates to the proposition of a party in the United States to furnish provisions for the rebel army, on the Mississippi River, and at places within General Butler's department. The second envelope and its inclosures I have marked B.

I have the honor to be, very respectfully, your obedient servant,
C. C. AUGUR,
Major General Commanding.

Hon. E. M. STANTON,
Secretary of War.

[Copied from a pressed copy that is in many places illegible.]

A.

[1864—No. 20.]

ST. CATHARINE'S, C. W., *Tuesday, November 1.*

[Printed advertisement pasted on.]

Mrs. CAROLINE V. TRACY, care of Major Cowan, Macon, Ga.: Don't sail or join me unless Lawson says I must stay. I hope to return in November. I have written weekly. None from you since June 30. Have seen Jennie.

T. E. LACY.

(Richmond Enquirer and Macon Telegraph please copy.)

MY DEAR GINNIE: I am disappointed, mortified, and distressed, and almost dead this morning at receiving not one line from you or any kin in Dixie. It is 8 o'clock a. m. I arose an hour ago, dressed, and went to the post office for letters, as our mail from Halifax was due. I returned with three for Bev. Tucker, from his wife, of 13th, 20th, and 30th ult., one from his daughter, and two from friends—six letters from home; and thus it has been ever since I reached here. He gets his regular mail, with three or more letters from his wife and as many from others. I've received one letter from Lawson and two from you since I reached Canada, the last dated 30th June. These are all I have got since in Canada; and six letters from you since leaving you six months ago are all ever received. Now, am I not encouraged to write and to write often by tender appeals or monitions for intelligence of me? Am I not repaid for writing regularly every week or ten days to you, determined to take every chance of communicating with you? The only thing I have heard from you, save through others, since yours of 30th June, which reached me 15th September, was your personal of 20th September, which reached me at Quebec, where I had gone on business on 13th December. I immediately inclosed to Jennie my answer to it and \$10 to pay for yours and mine. It will not, however, appear in the News till 29th October. I know not what was then addressed to Caroline Tracy. I inclose it; but you will get it and understand. I have also since sent a personal to Colonel H. L. Clay, which I hope he and you will see, inquiring, "Can I return at once? If not, let my wife come to me by flag-of-truce boat, *via* Washington City, if she can; but not otherwise." I was surprised and distressed by your personal. As I told you, the president did not expect me to stay longer than the early part of this month, and you knew it would require quite a month, under favorable circumstances, to get to me. I could not understand why you should come to me to go back immediately. I inferred either that you had learned I was to stay all winter, or that you did not hear from me, or

Viscount Monck to Mr. Burnley.

QUEBEC, December 20, 1864.

SIR: I have the honor to acknowledge the receipt of your dispatch and inclosures relative to the alleged manufacture at Windsor of "Greek fire," for use in attempts to burn cities in the United States.

In reply, I have the honor to state that I will take immediate measures to have the truth of this allegation investigated, and should it prove well founded I will adopt such measures as may be within my power to defeat the objects of those engaged in the manufacture.

I have, &c., &c.,

MONCK.

J. HUME BURNLEY, Esq., &c., &c., &c.

Mr. Burnley to Mr. Seward.

WASHINGTON, December 28, 1864.

SIR: With reference to your note of the 14th instant, relating to suspicions entertained that two vessels in course of construction in Montreal are intended to be employed for purposes hostile to the United States, I have the honor to transmit to you herewith copy of a dispatch which I have received from the governor general of Canada, by which you will perceive that his excellency will cause an investigation to be made.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

J. HUME BURNLEY.

Hon. WILLIAM H. SEWARD, &c., &c., &c.

Viscount Monck to Mr. Burnley.

QUEBEC, December 22, 1864.

SIR: I have the honor to acknowledge the receipt of your dispatch of the 15th instant, with its inclosures, respecting two vessels now building at Montreal, alleged to be for the naval service of the so-called Confederate States.

In reply, I have the honor to state that I will cause the suspicious circumstances connected with these vessels to be strictly investigated, and will be guided in my actions by the facts which may be elicited.

I may add that there is no fear of any immediate danger from these vessels, as the navigation of the St. Lawrence is now closed for the season, and it is impossible that these vessels can leave Montreal for the next four or five months.

I have, &c., &c.,

MONCK.

J. HUME BURNLEY, Esq., &c., &c., &c.

Mr. Seward to Mr. Burnley.

DEPARTMENT OF STATE,

Washington, December 29, 1864.

SIR: I have the honor to acknowledge, with sincere gratification, the receipt of your note of the 24th, which is accompanied by a copy of a

should be given to any earthly creature. Farewell—I hope not a long farewell—my precious, darling Ginnie.

H. L. C.:

Hand the within as directed immediately, and send answer of secretary within twenty-four hours from delivery.

St. CATHARINE'S, C. W., November 1, 1864.

SIR: You have doubtless learned through the press of the United States of the raid on St. Albans, Vermont, by about twenty-five confederate soldiers, nearly all of them escaped prisoners, led by Lieutenant Bennett H. Young; of their attempt and failure to burn the town, and of the robbery of three banks there of the aggregate amount of about \$180,000; of their arrest in Canada by United States forces, their commitment, and the pending preliminary trial. There are twelve or fourteen of the twenty-five who have been arrested, and who are now in prison at Montreal, where the trial for commitment for extradition is now progressing. A letter from Hon. J. J. M. Abbott, the leading counsel for the prisoners, dated Montreal, 28th October, says to me: "We" (prisoners' counsel) "all think it quite clear that the facts will not justify a commitment for extradition under the law as it stands; and we conceive the strength of our position to consist in the documents we hold establishing the authority of the raiders from the Confederate States government. But there is no doubt that this authority might be made more explicit than it is, in so far as regards the *particular acts* complained of; and I presume the confederate government will consider it to be their duty to recognize officially the acts of Lieutenant Young and his party, and will find means to convey such recognition to the prisoners here in such a form as can be proven before our courts. If this were accompanied or followed by a demand upon our government that the prisoners be set at liberty, I think a good effect would be produced, although, probably, the application would not be received by the authorities. There will be at least a fortnight's time, and probably more, expended in the examination of witnesses, so that there will be plenty of time for anything that may be thought advisable to be done in behalf of the prisoners." I met Mr. Young at Halifax, on my way here, in May last. He showed me letters from men whom I knew by reputation to be true friends of State rights, and therefore of southern independence, vouching for his integrity as a man, his piety as a Christian, and his loyalty as a soldier of the South. After satisfying me that his heart was with us in our struggle, and that he had suffered imprisonment for many months as a soldier of the Confederate States, from which he had escaped, he developed his plans for retaliating some of the injuries and outrages inflicted upon the South. I thought them feasible and fully warranted by the law of nations, and therefore recommended him and his plans to the secretary of war. He was sent back by the secretary of war with a commission as second lieutenant, to execute his plans and purposes, but report to Hon. ——— and myself. We prevented his achieving or attempting what I am sure he could have done for us, and which may be fully explained hereafter. Finally, disappointed in his original purpose, and in all the subsequent enterprises projected, he purposed to return to the Confederate States, *via* Halifax, but passing through the New England States and burning some towns and robbing them of whatever he could convert to the use of the confederate government.

This I approved as justifiable retaliation. He attempted to burn the town of St. Albans, Vermont, and would have succeeded but for the failure of the chemical preparations with which he was armed. Believing the town was already fired in several places, and must be destroyed, he then robbed the banks of all the funds he could find, amounting to more than \$200,000. That he was not prompted by selfish or mercenary motives, and that he did not intend to convert the funds taken to his own use, but to that of the Confederate States, I am as well satisfied as I am that he is an honest man, a true soldier, and patriot; and no one who knows him will question his title to this character. He assured me, before going on the raid, that his efforts would be to destroy towns and farm-houses, not to plunder or rob; but, he said, if, after firing a town, he saw he could take funds from a bank, or anything which might inflict injury on the enemy and benefit his own government, he would do so. He added, most emphatically, that whatever he took should be turned over to the government or its representatives in foreign lands. My instructions to him, oft-repeated, were, "to destroy whatever was valuable—not to stop to rob; but if, after firing a town, he could seize and carry off money or treasury or bank notes, he had a right to do so, upon condition that they were delivered to the proper authorities of the Confederate States." That they were not delivered according to his promise and intention was owing, I am sure, to the failure of his chemical compound to fire the town, and to the capture of himself and men on Canadian soil, where being surprised and overpowered by superior numbers from the United States. On showing me his commission and his instructions from Mr. Seddon, which were of course vague and indefinite, he said he was authorized to do all the damage he could to the enemy in the way of retaliation. If this be true, it seems to me the Confederate States government should not hesitate to avow his act was fully authorized as warrantable retaliation. If the government do not assume the responsibility of this raid, I think Lieutenant Young and his men will be given up to the United States authorities. If so, I fear the exasperated and alarmed people of Vermont will excite cruel and summary vengeance upon them before they reach the prison of St. Albans.

The sympathies of nine-tenths of the Canadians are with Young and his men—a majority of all the newspapers justify or excuse his act as merely retaliation—and they desire only the authority of the Confederate States government for it to resist their extradition. The refusal of extradition is fully warranted by the like course of the United States in many cases cited lately in the Canadian papers, which I cannot now repeat, but which you can readily find. The refusal of extradition would be of a salutary political influence, it is thought, both in the British provinces and in England. I cannot now explain why. I trust, therefore, for the sake not only of the brave soldiers who attempted this daring exploit, which has caused a panic throughout the United States bordering on Canada, and the organization of forces to resist, as well as the arbitrary and tyrannous order of General Dix touching the coming presidential election, but for the sake of our cause and country, that the President will assume the responsibility of the act of Lieutenant Bennett H. Young, and that you will signify it in such form as will entitle it to admission as evidence in the pending trial.

I send the special messenger who bears this that your answer may be brought back by him within ten days, or by the 11th instant. The final judgment can and will be postponed for the action of the Confederate States government as long as possible—certainly for ten days.

I avail myself of this opportunity to bring to your notice the case of

Captain Charles H. Cole, another escaped prisoner of General Forrest's command, who was taken about six weeks since in the Michigan, (the federal war steamer on Lake Erie,) and is charged with an attempt at piracy, (for attempting to capture the vessel,) with being a spy, &c. The fact is, that he projected and came very near executing a plan for the capture of that vessel and the rescue of the prisoners on Johnson's Island. He failed only because of the return of the captain (Carter) of the Michigan a day sooner than expected, and the betrayal (in consequence of C.'s return) of the entire plot. The only plausible ground for charging him with being a spy is that he was in Sandusky, on Johnson's Island, and on the Michigan frequently, without having on his person the confederate uniform, but wearing the dress of a private citizen. Mr. ——— and I have addressed a letter to the commandant at Johnson's Island, protesting against his being treated as a spy, for the following reasons: "That he was in the territory of the United States as a prisoner against his consent; that he escaped by changing his garb; that he had no confederate uniform when he visited Sandusky, Johnson's Island, and the Michigan; that he did not visit them as an emissary from the Confederate States; that, whatever he conceived, he had not executed anything; that he had conveyed no information to his government, and did not contemplate conveying any information to the government." His trial has been postponed. I know not why, or for what time. His exchange should be proposed, and notice given that any punishment inflicted on him will be retaliated upon an officer of equal rank. He is a very brave and daring soldier, and patriotic, and deserves the protection of his government.

I wrote to you on the 14th June, to the President 25th June, and to you on 11th August and 12th September last. I trust you received those letters. Mr. ——— (who I see has gotten into the Confederate States) has doubtless explained things here. I have never received a line from you or any person excepting my brother at Richmond. I have not changed the views expressed in my former communications. All that a large portion of the northern people, especially in the northwest, want to resist the despotism at Washington is a *leader*. They are ripe for resistance, *and it may come soon after the presidential election*. At all events it must come, if our armies are not overcome and destroyed or dispersed. No people of the Anglo-Saxon blood can long endure the usurpations and tyrannies of Lincoln. Democrats are more hated by modern republicans than southern rebels, and will be as much outraged and persecuted if Lincoln is re-elected. They must yield to a cruel and disgraceful despotism or fight. They feel it and know it.

I do not see that I can achieve anything by remaining longer in this province; and, unless instructed to stay, shall leave here by the 20th instant for Halifax, and take my chances for running the blockade. If I am to stay till spring, I wish my wife to join me, under flag of truce, if possible. I am afraid to risk a winter's residence in this latitude and climate.

I need not sign this; the bearer and the person to whom it is addressed can identify me; but I see no reason why your response should not be signed and sealed, so as to make it servicable as suggested in respect to the St. Albans raid. A statement of prisoners' counsel has been sent by way of Halifax and Wilmington, but it may never reach you, or not in time for the deliverance of the prisoners. This is my chief reason for sending this by one I think I can trust.

Please reply promptly, and start the messenger back as soon as possi-

ble. He will explain the character of his mission. Send under a seal that cannot be broken without being discovered.

I am, respectfully, your obedient servant.

Hon. J. P. BENJAMIN, *Secretary of State, Richmond, Va.*

N. B.—See the secretary of war (Mr. Seddon) touching Young's case.

B.

OCTOBER 31, 1864.

MY OWN DEAREST: The party taking this leaves here to-night. If he reaches you safely he will deliver most important communications from Mr. C. and myself. I must ask you and May to copy mine in *large* handwriting, that it may be easily and *intelligently* read. R. will show it you. If either or both the plans are acceded to, I must remain here during the winter, and, therefore, I must beg you and A. to join me if you can come through the *North*; if not, do not *attempt the blockade*; it is too perilous, and I should be wretched to think you were coming that way. If these plans, which I have labored to perfect as I never labored before in all my life, are not adopted, then I can see no further object in my remaining here, and you need not join me, but I will *you* as soon as possible. I do not, however, anticipate a refusal by the department to acquiesce, for all our friends here whom I have consulted consider the plan most eligible and fortunate for the government. Indeed, this will be in a short time *at least* the *only* course we have left open. If all is well, therefore, I shall expect you to leave as soon as you conveniently can after you have been informed of the favorable entertainment of the enterprise.

I received all your letters written at Afton, in September, down to your letter of the 30th September, the day you returned to Richmond, *this morning*, and what a glorious, comforting treat they were to me! Tell Mr. — his usual *scratch* note, which I managed better to read than usual; and that I will send his letter to Miss K. promptly. Tell him she paid me a visit, taking lunch with me, and leaving me a shawl for him, which I will send or bring him when I can. She seems to be very devoted to him. I sent him a letter from her via Halifax, or Washington.

How thankful I am, my own love, that our kind Father in heaven has preserved our dear boys through so many changes, and you, my own precious darling, and little A., and dear E., in health and Christian patience through so many trials and privations. O! may He give me a grateful and humble heart for all his wonderful mercies towards me—unworthy, sinful creature that I am.

Mag's letter, by flag of truce, of 17th of October, is the latest intelligence from you. I shall send a personal directed to little A. to-morrow, which you may get before this. Do stir R. to attend to my business promptly and energetically, and with life and spirit. I would do as much, and a thousand times more, for him were it in my power. I sympathize truly with J. W. Tower and his family. Give him my love. How blessed are we in the dispositions and *habits* of our boys. I hope you have received before this the shirts, hats, cloth, the shoes sent you, all from Toronto; the cavalry boots and uniform for Jim. and fifty dollars in American gold, sent you by the Hon. J. P. K., who I see got safely in, although the steamer was lost, and Mrs. Grenkove and other lives.

I have tried to communicate with my dear sister and send her a little gold, but have been wholly unsuccessful in both. May the Father to whom she is so faithful have her and her dear ones, to the third generation, in his holy keeping. I am grieved to hear our noble, brave boy is so destitute of clothes, but hope ere this his wants have been supplied. I am surprised that the president has not even replied to your application for a cadetship for him. Don't give it up. General Custis Lee might help you.

My thumb is entirely well, but I have given it, of necessity, a great tax this morning, having been writing for five or six hours without resting. I shall await anxiously replies to these, particularly as reunion with my darling depends upon it. May God bless you.

Yours, &c.

[Extract from the proposition of ——. (Sent forward.)]

He promised, by showing me to my entire satisfaction that the parties whom he represents, and is connected with, are powerful and influential with the government of the United States. He says, through the influence of the parties referred to, I have arranged to get at least one-half supplies, (meat,) the other half greenbacks, for all the cotton your (our) government may feel disposed to part with—the first five or ten thousand barrels of pork or bacon to be landed at any port Mr. Seddon may designate, on the east side of the Mississippi, or as much more on the west side, if General Kirby Smith, or any other confederate commander, needs them. After this delivery the way is perfectly clear to deliver anywhere within General Butler's department. It must, of course, be obvious to you (me) that a concession so great was made only with the understanding that it should be kept with the most sacred secrecy; and although it presents upon its face a general rule for the sake of protecting the Executive (Mr. Lincoln) to whom alone we are indebted—the main intention is that it should be carried out by my (his) own friends, and such others as only will be useful to us. In order, then, that we may have the fullest benefit from the arrangement, I would suggest that what may be done shall be done in the name of a single individual, or his agent, so far as the delivery of the supplies and the receipt of the cotton are concerned; touching the disposition of the portion paid in *funds*, this can be received and disposed of as you (the department) may determine—either in the United States, or in Europe, or in the Canadas, by instant conversion into

To show how thoroughly the enterprise has been arranged, there are now 10,000 barrels of pork purchased and ready for shipment, the moment the details are perfected, &c., &c.

It was then purposed to get me a pass to go through the lines, but in this I fear they have failed, and that the alternative course has been adopted, to wit, sending the goods by the hand of Mr. D. Preston Parr or Mr. Iolosa. We — to the plan. I would urge through you upon the department, first, that the only objectionable feature in it consists in the receiving greenbacks for one-half of the cotton instead of provisions for the whole, for the reason that it is the policy of the government (ours) not to trade in the currency of the enemy or countenance such trade by the people. The wisdom of the regulation in the abstract is clear. Indiscriminate barter in this money would of course be seductive and dangerous. But this objection does not lie with the same force in operations of government; and if it did, it is weakened, if not wholly

with me, for the purpose of placing them in his hands, as cumulative proof of the systematic abuse of the neutral territory practiced by the rebels and their agents. I then gave him a copy of the intercepted letter to Mr. Benjamin, contained in your No. 1183, as well as of the letters of General Dix and Colonel Townsend, which came with Nos. 1186 and 1189. His lordship read over the first of these in my presence, making now and then a comment as he went on. He then explained the precise nature of the legal difficulty which had led to the release of the St. Albans raiders. It grew out of an effort of the Canadian legislature to consolidate the provisions of former laws to carry out the extradition, which had had the effect to repeal those, while the new act had not yet obtained the necessary sanction of the privy council here. It was much to be regretted, on every account, that this should have happened.

His lordship, however, went on to remark, that if the fact could be clearly made out that this action in Canada was carried on by the belligerent authorities at Richmond, and under their instructions, it was the opinion of the law officers of the Crown that they might at once be proceeded against in the courts, as guilty of a high offense against her Majesty's authority, and the peace of the kingdom. He alluded particularly to the lord chancellor, as clear on that point. I replied that this had always seemed to me the alternative. If these people were not acting under belligerent authority, they were liable, as criminals, to the claim of extradition, under the treaty. If, on the other hand, they could prove that they were so acting, then they were liable as violators of the neutrality of her Majesty's territory.

His lordship likewise gave me to understand that the government had recommended to the authorities in Canada to procure the passage of an act by the legislature, which was about to assemble, similar to that passed by Congress in 1838. This is in accordance with the desire expressed in your dispatch to me, No. 1136, of 24th October last, and in my note to his lordship of the 23d November, based upon the instructions in that paper.

I then referred to the growth of the excitement on this subject in America, in consequence of the vagueness as well as the variety of the alleged schemes of these people, as they were reported in the newspapers. The anxiety and suspense occasioned to the inhabitants along the whole border were worse than any definite assault could possibly be. It was, doubtless, in consequence of this that the order of General Dix had been issued, which was referred to in the telegraphic intelligence received through the newspapers this evening. I could not tell how correctly the language might be reported, but I was convinced, from my personal knowledge of General Dix, that if he had issued such an order, it had been drawn from him only by the great pressure of the public feeling demanding protection from violence.

His lordship expressed great concern at this proceeding. Whilst he was desirous of doing everything in his power to give security to the frontier, and he believed the Canadian authorities anxious to co-operate as effectively as possible, he could not but view any such acts as General Dix appeared to authorize on the Canadian territory as likely to complicate matters very gravely.

I replied, that, from my knowledge of General Dix, I did not believe that he acted with any desire to magnify the difficulties between the two governments.

His lordship said that Lord Lyons had seen him when at New York. He concluded the interview by expressing a hope that we might find a

ment is to go directly through, deliver these and other papers, and return to us with replies. Accordingly I send him at once to *you*, believing that public and personal considerations will impel you to lay before the secretary with great promptness, reading them to him yourself, suggesting that he advise the authorities at Mobile without delay of such an arrangement, that their aid and co-operation will be given to such deliverances, &c., &c. You will know, by a reference to boyhood's days, at the conclusion of this, that it is *genuine*, and that the party who bears it is "all right." Any replies you have to send let them be written on as thin paper as possible, and *sealed* with your large seal, that I may be equally secure that the communications are genuine, and have not been tampered with. God bless you and yours and all *ours*, and deliver us and our bleeding country from the hands of our enemies!

Do you recollect Ottie Harrison, and how much *like me* you thought him because he was rough? "Oh, but no rougher than you; no, but big."

You had better get dear J. & M. to copy this distinctly and in *large writing*. I have written it thus for obvious reasons.

OCTOBER 31, 1864.

Mr. Seward to Mr. Burnley.

DEPARTMENT OF STATE,
Washington, December 8, 1864.

SIR: I have the honor to inclose a copy of a communication of the 5th instant from his honor the mayor of the city of Buffalo, in regard to the movements of the suspected steamer Georgian, or Georgiana, and to other proceedings hostile to the United States which are reported to be on foot in Canada.

I will thank you to call the attention of his excellency Viscount Monck to this information.

I have the honor to be, with the highest consideration, sir, your obedient servant,

WILLIAM H. SEWARD.

J. HUME BURNLEY, Esq., &c., &c., &c.

Mayor Fargo to Mr. Seward.

MAYOR'S OFFICE, Buffalo, December 5, 1864.

SIR: I have the honor to acknowledge the receipt of your favors, dated the 19th and 21st of November, respectively. I transmit herewith, for your information, a copy of a communication received by me from a gentleman in Toronto, who gave me the original information in regard to the propeller Georgia, and who is now employed by the city as a detective.

His statements are, in my judgment, entitled to credit. I have sent copies of this communication to Major General Dix, and also to the commander of the United States steamer Michigan.

I have the honor to be, very respectfully, your obedient servant,
WILLIAM G. FARGO, Mayor.

Hon. WILLIAM H. SEWARD,
Secretary of State.

a telegraphic dispatch was transmitted by me to the county Crown attorney of the county of Prince Edward, desiring his immediate attention to the matter.

I have further to state that that officer immediately proceeded to make inquiries into the allegations made, and that he has since reported that though such inquiries were made in different quarters, he can discover no traces of any such organization, and that he feels confident that the county of Prince Edward is free from any such illegal combinations, and that others with whom he has communicated on the subject concur in that opinion.

I have, &c.,

J. A. McDONALD.

D. GODLEY, Esq.

Mr. Burnley to Mr. Seward.

WASHINGTON, *December 31, 1864.*

SIR: I have the honor to transmit to you herewith a copy of a general order issued by his excellency the governor general of Canada on the occasion of his sending troops to be stationed along the frontier line between Canada and the United States.

I have the honor to be, with the highest consideration, sir, your most obedient humble servant,

J. HUME BURNLEY.

Hon. WILLIAM H. SEWARD, &c., &c., &c.

[Form the Canada Gazette of December 24, 1864.]

MILITIA GENERAL ORDERS.

HEADQUARTERS, QUEBEC, *December 23, 1864.*

VOLUNTEER MILITIA.

GENERAL ORDER.]

1. Referring to the General Order of December 19, his excellency the commander-in-chief is pleased to call out for actual service the following companies of the volunteer force.

2. These companies will be formed into three administrative battalions, which shall be composed, respectively, of the following companies and such others as may be added to each battalion by any further General Order.

WESTERN BATTALION.

No. 1. Company from 3d battalion volunteer militia rifles, Montreal, Captain J. Bacon.

No. 2. Company, York rifles, Captain Davis.

No. 3. Brockville rifles, Major Crawford.

No. 4. Company, from 8th battalion volunteer militia rifles, Quebec, Captain Alleyn.

No. 5. Brantford rifles, Captain Grant.

No. 6. Belleville rifles, Major Levesconte.

I have now the honor to transmit to you a copy of his excellency's reply.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

J. HUME BURNLEY.

Hon. WILLIAM H. SEWARD, &c., &c., &c.

Lord Monck to Lord Lyons.

QUEBEC, December 6, 1864.

MY LORD: I have the honor to acknowledge the receipt this day of your dispatch of November 30, inclosing copies of the documents noted in the margin, respecting the alleged organization and drilling, in Prince Edward's County, Canada West, of fugitives from the United States.

In reply, I have the honor to state, for the information of Mr. Seward, that I will take immediate steps to investigate the accuracy of the information communicated to Major General Dix, and should it prove well founded, I will use all legal means to put an end to the practice.

I have, &c., &c.,

MONCK.

Lord LYONS.

Mr. Seward to Mr. Adams.

No. 1186.]

DEPARTMENT OF STATE,

Washington, December 13, 1864.

SIR: You will please lay before Earl Russell the copy of a communication which the Secretary of War has just received from Major General Dix, who is charged with the protection of our Canada frontier.

After our recent communications her Majesty's government cannot surely now be surprised to learn from this report that there is imminent danger of a war being waged against the United States from the British North American provinces. I hope the subject may receive immediate and serious consideration. Certainly its importance could not be exaggerated, since it is the interest and desire of both countries to remain in mutual peace. I have asked Mr. Burnley to give notice of the danger to his excellency the governor general of Canada. It is hardly necessary to add that if such invasions as are now apprehended shall actually come, and organized defense become necessary on our part, the existing intercourse, commercial and social, between the British provinces and this country will necessarily be subjected to interruptions which will be likely to produce very serious inconvenience.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

General Dix to the Secretary of War.

HEADQUARTERS DEPARTMENT OF THE EAST,

New York City, November 22, 1864.

SIR: I have the following reliable information:

There are about forty rebels in Marysburg, Prince Edward's County,

Canada, and northwest of Oswego. They drill regularly about three times a week, and are armed with revolvers. They board with the farmers in the neighborhood, seem to have plenty of money, and say they belong to John Morgan's corps. These organizations for hostile purposes on Canadian soil are so plainly in violation of all the obligations of neutrality, that I cannot doubt the willingness of the Canadian authorities to put an end to them on proper notice. There are some indications of retaliation on the part of our citizens along the frontier on account of the outrages, and I think the publication of my report in regard to the former would have a salutary influence on both sides of the line.

I am, very respectfully, your obedient servant,

JOHN A. DIX,
Major General, N. Y.

Hon. E. M. STANTON, *Secretary of War.*

Mr. Seward to Mr. Adams.

No. 1189.]

DEPARTMENT OF STATE,
Washington, December 13, 1864.

SIR: I transmit a copy of a communication of the 12th instant from Brigadier General E. D. Townsend, addressed to me by direction of the Secretary of War, in relation to the alleged manufacture of Greek fire at Windsor, Canada, to be used by rebel emissaries in attempts to burn certain cities of the United States. I will thank you to lay a copy of the paper before Earl Russell, with a view to the adoption of such preventive measures as may be practicable.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

General Townsend to Mr. Seward.

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,
Washington, December 12, 1864.

SIR: By direction of the Secretary of War, I have the honor to forward herewith copies of letters from Major General Hooker and Lieutenant Colonel Hill, in relation to the manufacture of Greek fire, at Windsor, Canada, to be used in firing certain cities of the United States by rebel emissaries.

I have the honor to be, very respectfully, your obedient servant,

E. D. TOWNSEND,
Assistant Adjutant General.

Hon. WILLIAM H. SEWARD,
Secretary of State.

General Hooker to General Townsend.

HEADQUARTERS NORTHERN DEPARTMENT,
Cincinnati, Ohio, December 6, 1864.

GENERAL: I have the honor to forward herewith a copy of a letter, dated the 3d instant, just received from Lieutenant Colonel B. H. Hill,

commanding the district of Michigan, as it contains information of importance to all of our frontiers bordering on Canada. The information has been furnished by one of our most reliable detectives, and unusual confidence may be placed in it. A few days since, advices of similar import were received by me. From the letter it will be seen that refugees and deserters from the rebel confederacy are engaged in the manufacture of Greek fire, at Windsor, in Canada, to facilitate their incendiary purposes. With regard to attacks from armed bodies of rebels I feel much less apprehension than from individual efforts to burn and plunder our cities, as my means of information are such that I hope to be able to anticipate the former.

It is almost unnecessary for me to add that I have enjoined increasing vigilance and activity on the part of the military and civil authorities throughout my command.

Very respectfully, your obedient servant,
JOSEPH HOOKER,
Major General Commanding.

Brigadier General E. D. TOWNSEND,
Adjutant General U. S. A.

Official copy :

E. D. TOWNSEND,
Assistant Adjutant General.

Colonel Hill to Captain Potter.

HEADQUARTERS DISTRICT OF MICHIGAN,
Detroit, Mich., December 3, 1864.

SIR : I have the honor to report that, from information I have received, I am satisfied that very extensive preparations are being made in Canada for burning not only cities on the lakes, but others, and it is very necessary that great precaution and vigilance should be observed everywhere.

I have the assurance that Greek fire is being prepared in Windsor. Buffalo, Cleveland, and this city will be the principal cities to be burned ; and there will be armed attempts to rob and plunder. Cincinnati and Louisville are also mentioned.

I am also informed that by some means a large number of rebel soldiers have been introduced into Canada ; some, it is said, have been furloughed and have made their way through the lines.

I have, at this time, very excellent means of obtaining information, and the only apprehension I have is that the person in my employ may fail me at the last moment.

In this city I have called the attention of the hotel-keepers to the necessity of observing great vigilance in regard to their guests, and the hotels are daily visited by a secret agent in my employ.

I am, captain, very respectfully, your obedient servant,
B. H. HILL,
Lieut. Col. 5th U. S. Artillery, Comd'g Dist. of Michigan.

C. H. POTTER, *Captain and A. A. G.,*
Headquarters Northern Department Cincinnati, Ohio.

Official copy :

E. D. TOWNSEND,
Assistant Adjutant General.

Mr. Seward to Mr. Burnley.

DEPARTMENT OF STATE,
Washington, December 13, 1864.

SIR: I have the honor to inclose, for the information of the governor general of Canada, a copy of a communication of yesterday from the War Department, in regard to the alleged manufacture of what is known as Greek fire, for use in attempts to burn cities of the United States.

I have the honor to be, with the highest consideration, sir, your obedient servant,

WILLIAM H. SEWARD.

J. HUME BURNLEY, Esq., &c., &c., &c.

[For inclosure see dispatch from Mr. Seward to Mr. Adams No. 1189, December 13, 1864, *ante*.]

Mr. Seward to Mr. Burnley.

DEPARTMENT OF STATE,
Washington, December 14, 1864.

SIR: I have the honor to communicate to you, for the information of the governor general of Canada, a copy of a dispatch of the 9th instant, from D. Thurston, esq., the consul general of the United States at Montreal, relating to suspicions entertained that two vessels now in course of construction in Montreal, called, respectively, the *El Almandaris* and *Pinero*, and another expected from a different quarter, and the name of which is not yet ascertained, are intended to be employed for purposes hostile to the United States.

I have the honor to be, with high consideration, sir, your obedient servant,

WILLIAM H. SEWARD.

J. HUME BURNLEY, Esq., &c., &c., &c.

Mr. Thurston to Mr. Seward.

No. 117.]

UNITED STATES CONSULATE GENERAL,
Montreal, December 9, 1864.

SIR: I have the honor to inform you that it was rumored in this city that two vessels were being built here for the use of the rebels. I immediately sent and had them examined, and the following description taken:

The largest vessel, called the *El Almandaris*, is a wooden side-wheeled steamer, about two hundred and fifteen feet long by thirty broad, and six hundred and thirty tons burden, the hull being plated with iron. It has a round stern, sharp stem, double deck, rising very high and almost concealing the walking-beam and other machinery which usually appears above deck. The upper deck roof is supported by a beam, elliptical in form, the lower deck being the axis. This beam is of great strength, and adds much to the firmness of the vessel. On each side of the deck, at a distance of about three feet from each other, are a number of fixed pulleys. It has two masts, one smoke-stack, the upper part of her hull painted white and the lower black, is provided with a very powerful engine, and will no doubt prove very fast.

The other vessel, called the *Pinero*, is also a wooden side-wheeled steamer, one hundred and forty-two feet long, twenty-seven feet broad, and nine feet deep, burden two hundred and eighty-seven tons, with rounds tern, sharp stem, and double deck, the wood-work of which nearly conceals her vertical walking-beam and machinery. It carries a powerful engine, has two masts, two smoke-stacks, only one of which is visible from without, is painted white, and has the lower portion of her hull plated with iron.

The *El Almandaris*, it is stated, is to proceed to Havana, under command of Captain de Cabro. The *Pinero* is also bound for Havana. It is generally believed that the vessels above described have been built for purposes inimical to the interests of the United States, either for blockade runners, or are to be used as the *Alabama* and *Florida*, to prey upon our commerce. One of the police officers of this city has intimated to me that he holds the same opinion, and has informed me that another vessel is expected to join the two already here from the upper province, with a description of which I will endeavor to furnish you.

It may be that these vessels are designed for legitimate purposes, but the belief to the contrary is so general, some particulars of their outfit so unusual, and the addition of another vessel to the number from Upper Canada so suspicious, that I have considered it proper to inform you of such facts as I have been able to collect respecting them.

I have the honor to be your obedient servant,

D. THURSTON
U. S. Vice-consul General.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Seward to Mr. Adams.

No. 1190.]

DEPARTMENT OF STATE,
Washington, December 14, 1864.

SIR: I have just received information, by telegraph, from Montreal, that the felons who proceeded from Canada into Vermont and committed the crimes of robbery, burglary, and murder at St. Albans, in that State, and who were arrested in Canada upon a requisition from this government, under the tenth article of the treaty of the 9th of August, 1842, have been set at liberty; that the stolen money which was found upon them has been restored to them, and that they are now at large near the border of the United States, in the province aforementioned.

This grave circumstance renders it my duty, under the direction of the President, to ask whether her Majesty's government has taken or purposes to take any measures to prevent a renewal of the invasions of the territory and sovereignty of the United States from the border provinces. If such measures have been taken, or are to be taken, this government desires to know their character, so far as it may be consistent with the interests of Great Britain to communicate the same.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Seward to Mr. Burnley.

DEPARTMENT OF STATE,
Washington, December 14, 1864.

SIR: I have the honor to communicate herewith for your information a copy of an instruction of this date which I have, under the President's direction, addressed to Charles Francis Adams, esq., the minister of the United States at London,* upon the receipt of telegraphic dispatches from the agents of the United States in Montreal, announcing to me the facts that Samuel Eugene Lackey and others, whose extradition was requested in my note to Lord Lyons of the 21st of November last, upon the charges of murder, robbery, and assault with intent to commit murder, within the jurisdiction of the United States, have been discharged from custody, that the money and other property stolen by them has been returned to them, and that they are now at large.

I have the honor to be, with the highest consideration, sir, your obedient servant,

WILLIAM H. SEWARD.

J. HUME BURNLEY, Esq., &c., &c., &c.

Mr. Burnley to Mr. Seward.

WASHINGTON, December 14, 1864.

SIR: I have the honor to acknowledge the receipt of your note of the 14th instant, inclosing a copy of an instruction of this date, which you have, under the President's direction, addressed to Mr. Adams, United States minister in London, upon receipt of telegraphic news that Samuel Eugene Lackey and others had been dismissed from custody at Montreal, and beg to thank you for sending me a copy of this communication.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

J. HUME BURNLEY.

Hon. WILLIAM H. SEWARD, &c., &c., &c.

Mr. Burnley to Mr. Seward.

WASHINGTON, December 15, 1864.

MY DEAR SIR: This is what the governor general telegraphed last night:

"The St. Albans men were discharged yesterday, on grounds so absurd that I cannot account for it. Fresh warrants have been issued for their apprehension, and the police are making every effort to prevent their escape."

Very truly yours,

J. HUME BURNLEY.

Hon. WILLIAM H. SEWARD, &c., &c., &c.

* See instruction No. 1190 to Mr. Adams, *ante*.

Mr. Burnley to Mr. Seward.

BRITISH LEGATION,
Washington, December 16, 1864.

MY DEAR SIR: I have just received a telegraphic message from Viscount Monck, begging me to convey to you his thanks for the prompt and satisfactory explanation of General Dix's order.

He begs me to assure you of his vexation at the turn affairs have taken in the St. Albans case, and that the Canadian government are doing everything in their power to remedy the mischief done by the magistrate's extraordinary decision.

As a good deal of excitement, however, prevails in consequence of General Dix's order, Viscount Monck is anxious to know whether you object to his making public the substance of what I telegraphed to him, which was, "that the order had been issued without instructions, but that steps would be taken to prevent action on that portion of it which related to crossing the border into Canada."

I am, very truly, yours,

J. HUME BURNLEY.

Hon. WILLIAM H. SEWARD, &c., &c., &c.

Mr. Adams to Mr. Seward.

[Extract.]

No. 832.]

LEGATION OF THE UNITED STATES,
London, December 16, 1864.

SIR: *

In accordance with the desire expressed in 1164, of the 29th of November, I have transmitted to Lord Russell the information contained in General Dix's letter, respecting the rebel organization at Marysburg, Prince Edward's County, in Canada.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Burnley to Mr. Seward.

WASHINGTON, December 17, 1864.

SIR: I have the honor to communicate to you, under the instructions which I have received from her Majesty's principal secretary of state for foreign affairs, the inclosed copy of a dispatch addressed to Lord Lyons relative to the intention of the United States government, in conformity with the treaty reservation right, to increase their naval armament upon the North American lakes.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

J. HUME BURNLEY.

Hon. WILLIAM H. SEWARD, &c., &c., &c.

Earl Russell to Lord Lyons.

FOREIGN OFFICE, November 26, 1864.

MY LORD: Your lordship, in your dispatch of the 28th ultimo, has referred to the intention of the United States government to give notice to her Majesty's government that, in conformity with the treaty reservation of the right to give such notice, the United States government will deem themselves at liberty, at the expiration of six months after the communication shall have been made, to increase their naval armament upon the North American lakes, if, in their judgment, the condition of affairs should require it; and you have inclosed a copy of a dispatch from Mr. Seward to Mr. Adams, which, after referring to the case of the Chesapeake, and after relating various acts of aggression from Canada, namely, the seizure and destruction of the Philo Parsons and Island Queen on the lakes, and the attack upon the town of St. Albans, in Vermont, by a party of twenty-five men, issuing from the British territory, proceeds to lay down the following important propositions:

1. "The insufficiency of the British neutrality act, and of the warnings of the Queen's proclamation to arrest the causes of the complaint referred to, were anticipated early in the existing struggle, and the British government was asked to apply a remedy by passing an act more stringent in its character, such as ours of the 10th of March, 1838, which was occasioned by a similar condition of affairs. This request has not been complied with, though its reasonableness and necessity have been shown by subsequent acts."

2. "It is now my duty to instruct you to give notice to Earl Russell, in conformity with the treaty reservation of that right, that, at the expiration of six months after you shall have made this communication, the United States will deem themselves at liberty to increase the naval armaments upon the lakes, if, in their judgment, the condition of affairs in that quarter shall then require it."

3. After again recurring to the measure of 1838, Mr. Seward says: "I should fail, however, to express a sincere conviction of this government if I should not repeat now, what I have heretofore so often had occasion to say, that practically the policy of neutrality which her Majesty has proclaimed has failed as well in the British home ports as in the British colonies, and especially in the latter, and that it must continue to fail more conspicuously every day so long as asylum is allowed there to active agents of the enemies of the United States, and they are in any way able, by evasion or otherwise, to use the British ports and British borders as a base for felonious depredations against the citizens of the United States; nor are we able to conceive of any remedy adequate to the present exigency but the recognition by her Majesty's government of the first and exclusive sovereignty of the United States in all the waters and territories legally subject to the jurisdiction of this government."

On the 23d instant I received from Mr. Adams the note which I inclose, and the several documents annexed to it; but as they are the same in substance as the communication you have sent me, I think it will be more convenient to deal with the formal and authoritative dispatch of the Secretary of State.

1. The reference to the act of March 10, 1838, (of which I inclose a copy,) will not have any application with respect to vessels leaving the shores of the United Kingdom. The difficulty in regard to vessels fitted out or equipped in our home ports has always consisted in proving that the vessel was "provided or prepared for any military expedition

declarations of neutrality, and the relations of amity subsisting between the two nations.

I said that I had already assured him, in the letter to which he had alluded, that her Majesty's government would adopt such measures as may be required and may be effective for the maintenance of her Majesty's declared neutrality. That one of the measures to which I meant to refer was a direction already sent to the governor-general of Canada, to propose to his legislature a measure similar to the United States act of Congress of 1838. That whatever technical grounds may have been found for delivering from custody the St. Albans raiders, all the highest law authorities in this country concurred in thinking, that any act done in Canada in violation of her Majesty's neutrality, and in disobedience to her Majesty's proclamation, would be illegal. That it remained for her Majesty's government to give such directions and adopt such measures as might insure the punishment of persons guilty of such illegal acts, and prevent the repetition of such acts for the future. I said her Majesty's government were fully aware of their international duties, and had determined to perform them.

I then asked Mr. Adams whether he had seen the several editions of "The Times." Mr. Adams said he had. The paragraph to which I meant to allude was to the following purport:

"In consequence of the discharge of the St. Albans raiders, and preparations in Canada for the renewal of similar enterprises, the military commanders on the frontier are directed by General Dix, in case of further acts of depredation, to shoot down the perpetrators, if possible, and, if necessary for their capture, to cross the Canadian boundaries and pursue them wherever they take refuge, and not to surrender them if captured, but send them on to headquarters for trial by court-martial."

Finding that Mr. Adams had read this paragraph, I said that, with regard to the treatment of such depredators on the United States territory, I had nothing to say; but I had seen, with regret, that orders were given to pursue such persons on her Majesty's Canadian territory; that such pursuit might encounter resistance, and the relations of the two countries might be thus endangered.

Mr. Adams said that such outrages caused so great a resentment, it was difficult to restrain troops in pursuit of their enemy.

I said that was very true, and that troops in pursuit, and in the heat of blood, might not accurately respect an ill-defined boundary. But this was a deliberate order of a general in the military service of the United States.

Mr. Adams said he knew General Dix, who bore a high character for sense and moderation.

I said, that might be; but we must all recollect the very just remark of President Lincoln, that these inroads and depredations were organized with a view to bring on a war between Great Britain and the United States. That both governments were bound to do everything in their power to defeat so wicked a design. That for our parts we had nothing more at heart. Mr. Adams then took his leave.

I am, &c., &c.,

RUSSELL.

J. H. BURNLEY, Esq., &c., &c., &c.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, January 4, 1865.

Mr. Adams presents his compliments to Lord Russell, and acknowledges the receipt of his note of the 2d instant, covering a report of the conversation held with his lordship on the 28th ultimo, which he does him the honor to submit for his consideration. Mr. Adams is happy to be able to confirm its substantial correctness. He begs only to observe, not without great satisfaction, that the assurances as given by his lordship are clothed in stronger language than he had himself ventured to report them to his government.

Mr. Seward to Mr. Burnley.

DEPARTMENT OF STATE,
Washington, January 10, 1865.

SIR: I have the honor to acknowledge the receipt of your note of the 17th ultimo, communicating to me, under the instruction of her Britannic Majesty's government, a copy of a dispatch of the 26th of November last, addressed by Earl Russell to Lord Lyons, in regard to the notice given by this government for the termination of the existing conventional arrangement between Great Britain and the United States, limiting the naval force of the respective governments on the lakes, and to the reasons which prompted that notice.

The views and suggestions which Earl Russell has thus presented to this government will receive an attentive consideration.

I have the honor to be, with the highest consideration, sir, your obedient servant,

WILLIAM H. SEWARD.

J. HUME BURNLEY, Esq., &c., &c., &c.

Mr. Seward to Mr. Adams.

No. 1237.]

DEPARTMENT OF STATE,
Washington, January 16, 1865.

SIR: Your dispatch of the 30th of December, No. 846, has been received.

I am happy in being authorized to approve of the expressions you have made to Earl Russell in relation to Lord Lyons. We earnestly hope for his restoration to health and usefulness.

The representations you have made to Earl Russell, concerning the difficulties which have occurred in Canada, are approved by the President.

The situation in this respect exhibits the same general features as when I last described it in this correspondence.

No new aggressions have been committed. Some popular impatience was manifest on the occasion of the revocation of that part of the order of Major General Dix which authorized continued pursuit of invaders into British territories; but that impatience subsided immediately after the executive order which requires travelers coming into the United States to

exhibit passports was promulgated. That order has now gone into full effect on the borders, with very beneficial results. The public mind in this country has resumed its habitual tone of calmness and self-reliance.

Each house of Congress has, with practical unanimity, resolved that the President ought to give the stipulated notice for terminating the reciprocity treaty, and this proceeding meets the public approval. When the action of Congress shall have been completed, the bill will be sent to you.

On the British side of the border there is manifested a strong popular desire to restore the cordiality which has been so unfortunately subverted. The governor general of Canada and the colonial ministry are earnest and emphatic in their avowals of the same disposition. Measures have been taken to establish an armed police on the British side of the border. One of the Philo Parsons pirates has been arrested upon our requisition, and subjected to an examination at Toronto. Several of the escaped St. Albans felons have been rearrested and brought before Judge Smith, at Montreal, who has reconsidered and reversed the decision of Coursol. It is regretted, however, that international justice wavers at this point, just as it staggered there on the occasion of the first arrest of the St. Albans offenders. No one proposes—no one seems to think of restoring the money which was purloined from the citizens of St. Albans, and placed in the hands of the provincial police, subject to the order of the British courts. The magistrate at Toronto has taken time to consider the claim of Burleigh, the Philo Parsons pirate, to a discharge, upon the pretense that he is a belligerent. Judge Smith has adjourned the case of the St. Albans offenders thirty days, to enable them to arm themselves with a similar mock defense. At the same time no warrant has been issued against the offenders for violation of British laws, or resistance of the Queen's proclamation. We are thus left to expect that they will be discharged and set at liberty, to renew their depredations upon a broader scale, and with new accomplices, attracted by assured impunity within British jurisdiction. We are, indeed, promised special legislation in the provincial legislature, which is soon to be convened at Quebec. But, on the other hand, the rebel agents and emissaries are with their friends enjoying undisguised honors, favors, and sympathies in the provinces.

Seven new piratical vessels, all of which were practically fitted out, armed, and manned within the British island, in violation of British laws, are roaming the ocean, destroying American commerce, and these receive regularly supplies of provisions and munitions from British territory. The only remedy which her Majesty's government is understood to have resorted to in the case of these vessels is a civil prosecution against one person who was engaged in the unlawful proceeding of arming and dispatching the Sea King. We know not when that offender will be brought to trial. Even his conviction will be without fruits, if his punishment, measured by the standard hitherto used by British courts, shall be limited to a fine of one hundred and fifty pounds for the accomplished transaction.

It thus clearly appears that the British government substantially fails to guarantee the neutrality it proclaims, and that the United States are severely suffering from this failure. Her own law writers and precedents instruct us that in such a case the aggrieved nation has an absolute right of reprisal. Nevertheless, we have refrained, and at present we shall refrain, from every form of retaliation in this, as we have in all other, cases of national injury. This attitude, however, leaves to us no remedies but those with which, happily, our people are familiar,

namely, lawful measures of self-defense. We are drawing rapidly upon that magazine. We feel sure that it is not for the interest of either nation that it shall be ineffectually exhausted. You will see that Congress is considering the expediency of putting an end to the arrangement for extradition of fugitives from justice.

Of all the nations, Great Britain seems to us the last that could justly or wisely become, directly or indirectly, an opponent of the United States in a civil war begun and waged and persisted in by insurgents for the defense and extension of African slavery.

You will use these views according to your own discretion in your discussions with Earl Russell on the subject to which they relate. It is thought expedient that you address a special representation to her Britannic Majesty's government concerning the Shenandoah or Sea King.

I annex copy of a dispatch of the 14th instant from Mr. Potter, our consul general at Montreal.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, &c., &c., &c.

OFFICE UNITED STATES MILITARY TELEGRAPH,
War Department.

The following telegram received at Washington 8.20 p. m., January 14, 1865, from Montreal, January 14, 1865:

The proceedings against St. Albans felons were adjourned thirty (30) days, to allow them to send to Richmond for evidence that they were acting under the authority of Jeff. Davis. I sent full dispatch per mail on the 8th.

JOHN F. POTTER.

Mr. Seward to Mr. Burnley.

DEPARTMENT OF STATE,
Washington, January 19, 1865.

MY DEAR SIR: I give you, herewith, for your information, a copy of a dispatch which, on the 16th instant, I addressed to Mr. Adams at London.

Believe me to be, my dear sir, very faithfully yours,

WILLIAM H. SEWARD.

J. HUME BURNLEY, &c., &c., &c.

[For inclosure see dispatch from Mr. Seward to Mr. Adams, No. 1237, January 16, 1865, *ante*.]

Mr. Seward to Mr. Burnley.

DEPARTMENT OF STATE,
Washington, January 21, 1865.

SIR: I have the honor to acquaint you, for the information of the Canadian authorities, that it has been represented to this department, from a credible source, that enemies of the United States lurking in Canada are preparing to make a formidable incursion into the territory of the United States for the purpose of committing depredations at Bur-

lington, in Vermont, and White Hall, in New York, while Lake Champlain shall remain frozen over, and to destroy the shipping in the harbors of those ports; that their plans are matured, and that the reason that they have not already attempted their execution was the rearrest of the St. Albans felons, which induced them to postpone the movement until the decision of the court in the case of those felons can be ascertained.

I have the honor to be, with the highest consideration, sir, your obedient servant,

WILLIAM H. SEWARD.

J. HUME BURNLEY, Esq., &c., &c., &c.

Mr. Burnley to Mr. Seward.

WASHINGTON, January 26, 1865.

SIR: I have the honor to transmit to you herewith a copy of the speech of his excellency the governor general on the opening of the session of the Canadian Parliament.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

J. HUME BURNLEY.

Hon. WILLIAM H. SEWARD, &c., &c., &c.

[Extracts from the Canada Gazette of January 19, 1865.]

LEGISLATIVE COUNCIL CHAMBERS,
Quebec, January 19, 1865.

This day, at three o'clock p. m., his excellency the governor general proceeded in state to the chamber of the legislative council in the Parliament building. The members of the legislative council being assembled, his excellency was pleased to command the attendance of the legislative assembly, and that house being present, his excellency was pleased to open the third session of the eighth Parliament of the province of Canada with the following speech from the throne:

Honorable gentlemen of the legislative council:

Gentlemen of the legislative assembly:

* * * * *

Outrages have been committed on the commerce and territory of the United States of America by persons who, after the perpetration of these acts, have sought refuge on Canadian soil.

In order to prevent the organization of any such enterprises within this province, and also to enable me to discharge in an effective manner my duties towards a neighboring power on terms of friendship with her Majesty, I have seen fit to organize a system of detective police on the frontier line of the United States, and with the same design I have called out for permanent duty a portion of the volunteer force of the province.

Similar considerations have suggested the propriety of arming the executive government with stronger powers than it now possesses for dealing with persons who, while availing themselves of the right of asylum which has always been allowed on British soil to political refugees from all foreign countries, may be unmindful of the implied obligations which, by their residence among us, they contract to obey our laws and to respect the declared policy of our sovereign.

A bill framed for this purpose will be laid before you, and I ask for it your early consideration.

I am happy to be able to inform you of the zeal and alacrity displayed by the members of the volunteer force when called upon to turn out for active service.

Mr. Seward to Mr. Adams.

No. 1247.]

DEPARTMENT OF STATE,

Washington, January 26, 1865.

SIR: The winter has practically broken up our customary correspondence with Europe. It is only at this late day that I received your dispatch of the 5th of January, No. 850.

It is accompanied by a copy of a statement under Earl Russell's hand of the conversation which was had by him with you on the subject of the difficulties which have arisen in Canada; that conversation being the same one which you have already reported to me in your No. 856.

In view of that conference, and of other incidents which you have mentioned, I approve fully of the forbearance you have since adopted in regard to making further representations upon the same subject.

It is freely confessed that the proceedings which her Majesty's government have taken in relation to the Canadian outrages seem to us altogether just and fair. It is to be hoped that the instructions of the home government will so strengthen the hands of the provincial authorities in Canada as to secure to us a surrender of the St. Albans and Philo Parsons felons, in compliance with our requisition, and also a restoration of the treasure which they purloined from the citizens of the United States and placed in the hands of the Canadian police.

It is with sincere satisfaction that we observe that the provincial authorities have begun to act with energy in the spirit of the instructions before mentioned.

I am charged by the President to express to you his special satisfaction with the discreet manner in which thus far you have conducted the proceedings in question. Congress will be favorably impressed by the proceedings of her Majesty's government and those of the provincial authorities. If now the issuing of piratical vessels from Liverpool could be arrested, we might hope for a speedy restoration of good feeling between the people of the two nations.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Burnley to Mr. Seward.

WASHINGTON, January 31, 1865.

SIR: Upon the receipt of your note of the 4th instant, respecting two vessels building at Montreal, alleged to be for the naval service of the so-called Confederate States, I forwarded a copy of it to the governor general of Canada.

His excellency has furnished me with a report of the attorney general for Canada East upon this subject, a copy of which I have the honor to transmit herewith.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

J. HUME BURNLEY.

Hon. WILLIAM H. SEWARD, &c., &c., &c.

CROWN LAW DEPARTMENT,
Quebec, January 24, 1865.

The undersigned has the honor to report to his excellency the governor general that from inquiries made by him, as shown by the annexed correspondence, relative to the two vessels alluded to by the United States vice-consul, in his letter of the 9th December last, addressed to the Secretary of State at Washington, it does not appear that any suspicion of their destination, other than the ostensible one, was excited in the minds of the customs officers at Montreal, and that one of these vessels, the *Almaderis*, had cleared from the port of Montreal before the date of the vice-consul's letter.

The undersigned will duly report to his excellency before the opening of navigation any further information that may be obtained relative to the *Pinero*.

GEORGE C. CARTIER,
Attorney General, L. C.

Mr. Futvoye to Mr. Holmes.

CROWN LAW DEPARTMENT,
Quebec, December 28, 1864.

SIR: I am directed by the honorable the attorney general for Lower Canada to request you to make diligent inquiry as to the trade or objects for which two ships now building at Montreal, to be called *El Alman-daris* and *Pinero* are destined, and to report to him from time to time any reliable information that you may obtain in relation to them and their destination.

I have, &c.,

GEORGE FUTVOYE,
Clerk of Crown Law Department.

B. HOLMES, Esq.,
Collector of Customs, Montreal.

Mr. Holmes to Mr. Futvoye.

CUSTOM HOUSE, Montreal, December 29, 1864.

SIR: In reply to your letter of the 28th instant, requesting information respecting the steamers *Almandaris* and *Pinero*, I beg, for the information of the honorable the attorney general for Lower Canada, to state that the former was built on a wharf opposite this city, and then taken into the Lachine canal, by Mr. Augustine Cantin during the last summer. That owing to the illness of the measuring officer of this port, Mr. O'Meara, of Quebec, came up here and measured both vessels, and would, therefore, be competent to give every information as to whether there was anything suspicious in their build, or different from similar passenger steam vessels.

These vessels were both registered at this port on the 25th of November last, in the name of the builder, A. Cantin. The *Almandaris* was built on account of the General Cuban Steam Navigation Company of Havana, and the *Pinero* for Ildefonso Vivanco, merchant, of same place.

The *Almandaris*, of 630²¹/₁₀₀ tons, J. B. Portias master, cleared from this port without cargo for Havana on the 7th instant, and by the latest

accounts had reached Canso, where, I was informed, at date of her sailing hence, she would stop for a supply of coal.

It was intended to have cleared the Pinero, 287 $\frac{82}{100}$ tons, for the same port, but owing to the unfinished state of the joiners' work, some difference arose between the parties interested, which created a delay of several days, and the season suddenly closing, the vessel was compelled to return into the Lachine canal to winter.

I would beg to observe that Mr. Cantin, in November, 1858, built a steam vessel of 437 $\frac{89}{100}$ tons, called the Colon, for Don Pedro Sacosta, of Havana, which was transferred to him there, and the register returned to this port by the British consul.

These vessels were stated to be intended for passenger boats, and the Almandaris was fitting up at date of her clearance with state-rooms, &c., as in the usual way.

I have, &c.,

BENJAMIN HOLMES, *Collector.*

GEORGE FUTVOYE, Esq., &c., &c., &c.

Mr. Futvoye to Mr. O'Meara.

CROWN LAW DEPARTMENT,
Quebec, January 17, 1865.

SIR I am directed by the honorable the attorney general for Lower Canada to transmit to you the inclosed letter of the collector of customs at Montreal, and to request you to return it, at your early convenience, with such further information as you may be able to furnish on the subject-matter thereof.

I have, &c.,

GEORGE FUTVOYE,
Clerk of Crown Law Department.

J. P. O'MEARA, Esq.,
Measuring Surveyor, her Majesty's Customs, Quebec.

Mr. O'Meara to Mr. Futvoye.

CUSTOM HOUSE, *Quebec, January 18, 1865.*

SIR: I have the honor to acknowledge the receipt of your letter of the 17th instant, with inclosures from the collector of customs, port of Montreal, with a request I would return it at my early convenience, with such further information as I may be able to furnish on the subject-matter thereof.

In reply, I have the honor to state that I measured the steamers recently referred to, namely, the Almandaris and Pinero, in Montreal, in the month of November last. They were represented to me by Mr. Cantin, the builder, as being intended to carry passengers, and were then being fitted up for that purpose. I saw nothing at the time which could have led me to suspect that they were intended for any other purpose than that represented to me by the builder, and, in fact, I remember remarking to Mr. Cantin that from the way in which they were being fitted up at the time with cane beds, &c., they appeared admirably adapted for the purpose for which he represented them to be built, viz: carrying passengers in the tropics.

I have, &c.,

P. O'MEARA.

Mr. Adams to Mr. Seward.

[Extract.]

No. 867.]

LEGATION OF THE UNITED STATES,
London, February 2, 1865.

SIR: *

His lordship Earl Russell also made some reference to the measures in agitation at Washington for the repeal of the reciprocity treaty, to the passport system, and other arrangements on the frontier. He spoke of them with some appearance of regret. I ventured to say that I regretted them also. It was not yet positively certain that the Senate would pass the resolution that had come from the House, though I presumed it highly probable. In my belief all these measures were the result rather of a strong political feeling than of any commercial considerations. I should not disguise the fact of the prevalence of great irritation in consequence of the events that had taken place in Canada; neither should I conceal my regret, as it seemed to me to be one of the cardinal points of our policy, both in a political and commercial sense, to maintain the most friendly relations with the whole population along our northern border. His lordship intimated that if any of our measures had the effect of repressing the tendency to active sympathy with the other party in the war among the colonists, to that extent it would do no harm.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Burnley to Mr. Seward.

WASHINGTON, *February 6, 1865.*

SIR: With reference to your note of the 21st December, and to my reply of the 22d December, relative to an alleged organization formed for seizing United States ships in various parts, I have the honor to inclose herewith a copy of a dispatch which I have received from the lieutenant governor of Nova Scotia.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

J. HUME BURNLEY.

Hon. WILLIAM H. SEWARD, &c., &c., &c.

Lieutenant Governor MacDonnell to Mr. Burnley.

GOVERNMENT HOUSE,
Halifax, N. S., January 24, 1865.

SIR: I have not hitherto acknowledged the receipt of yours of the 22d ultimo, covering a communication from the Honorable William H. Seward, giving information, on the authority of the United States consul here, of the existence of a piratical organization of some two hundred persons for seizing United States vessels on the Canadian lakes and elsewhere.

I have delayed acknowledging the above communication in the expectation that I might receive further information to give on the subject. I

sent for the United States consul on receipt of your dispatch, and assured him of the hearty co-operation of this government in every legal measure for the suppression of conspiracies here of the above nature.

I have since endeavored to ascertain whether there are really any parties in this city leagued together for such nefarious purposes as the consul has suggested, and I have hitherto failed to discover any adequate grounds for such a supposition.

You may, however, rely on my willing co-operation to discourage, and, so far as the law will permit, to prevent this part of her Majesty's dominions being made a rallying place for persons whose attempts are probably designed to place in jeopardy the friendly relations which at present happily exist between her Majesty's government and that of the United States.

I have, &c.,

R. G. MACDONNELL,
Lieutenant Governor.

J. H. BURNLEY, Esq., &c., &c., &c.

Mr. Burnley to Mr. Seward.

WASHINGTON, February 7, 1865.

SIR: With reference to your note of the 21st ultimo, relative to the hostile designs of certain persons in Canada on the towns of Burlington, in Vermont, and Whitehall, in New York, I have the honor to inclose a copy of a dispatch which I have received in reply from his excellency the governor general of Canada.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

J. HUME BURNLEY.

Hon. WILLIAM H. SEWARD, &c., &c., &c.

Viscount Monck to M. Burnley.

QUEBEC, January 31, 1865.

SIR: I have the honor to acknowledge the receipt of your dispatch of January 25, inclosing a note from the Secretary of State of the United States, respecting the designs of the enemies of the United States lurking in Canada of making a formidable incursion on the town of Burlington, Vermont, and Whitehall, New York.

I have the honor to request you to convey to Mr. Seward my assurance that the government of Canada will use every exertion to detect and defeat such plans.

I have, &c.,

MONCK.

J. H. BURNLEY, &c., &c., &c.

Mr. Seward to Mr. Burnley.

DEPARTMENT OF STATE,
Washington, February 7, 1865.

SIR: I have the honor to inclose a copy of a telegram of yesterday from M. M. Jackson, esq., the consul of the United States at Halifax,

in regard to a projected raid from Canada into the United States. I will thank you to call the attention of the authorities of that province to the subject.

I have the honor to be, with the highest consideration, sir, your obedient servant,

WILLIAM H. SEWARD.

J. HUME BURNLEY, Esq., &c., &c., &c.

Mr. Jackson to Mr. Seward.

OFFICE UNITED STATES TELEGRAPH,
War Department.

The following telegram received at Washington, 12 m., February 7, 1865, from Halifax, February 6, 1865:

Hon. WILLIAM H. SEWARD:

Another raid into the United States from Canada is in contemplation full particulars and instructions respecting which are given in several letters addressed to N. B. Davis, at Montreal and Toronto.

M. M. JACKSON,
United States Consul.

Mr. Seward to Mr. Adams.

No. 1269.]

DEPARTMENT OF STATE,
Washington, February 13, 1865.

SIR: I transmit a copy of the joint resolution of Congress, approved on the 9th instant, relative to the notice to terminate the treaty of 1817, regulating the naval force on the lakes. You may make such use of the same as may be necessary or advisable.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

THIRTY-EIGHTH CONGRESS, SECOND SESSION.

JOINT RESOLUTION to terminate the treaty of eighteen hundred and seventeen, regulating the naval force on the lakes.

Whereas the United States, of the one part, and the United Kingdom of Great Britain and Ireland, of the other part, by a treaty bearing date April, eighteen hundred and seventeen, have regulated the naval force upon the lakes; and it was further provided that "if either party should hereafter be desirous of annulling this stipulation, and should give notice to that effect to the other party, it shall cease to be binding after the expiration of six months from the date of such notice;" and whereas the peace of our frontier is now endangered by hostile expeditions against the commerce of the lakes, and by other acts of lawless persons, which the naval force of the two countries, allowed by the existing treaty, may be insufficient to prevent; and whereas, further, the President of the United States has proceeded to give the notice required for the ter-

mination of the treaty by a communication which took effect on the twenty-third November, eighteen hundred and sixty-four: Therefore,

Be it resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the notice given by the President of the United States to the government of Great Britain and Ireland, to terminate the treaty of eighteen hundred and seventeen, regulating the naval force upon the lakes, is hereby adopted and ratified as if the same had been authorized by Congress.

Approved February 9, 1865.

[Communicated by British legation.]

Earl Russell to Mr. Burnley.

No. 53.]

FOREIGN OFFICE, *February 15, 1865.*

SIR: Mr. Adams came yesterday, by appointment, to the Foreign Office.

I told Mr. Adams that the cabinet had taken into consideration the complaints which he had made from time to time, by order of his government, of the confederate hostilities in the lakes of Canada, of the raid at St. Albans, and of the vessels built or fitted out in British ports which were afterwards found converted into ships of war, cruising against the commerce of the United States; that the orders sent to the governor of Canada by her Majesty's government, and the proceedings not only of the governor general, but of the legislature in Canada, would, I trusted, convince the United States government that everything had been done, or would be done, to prevent the carrying on of hostilities against the United States from Canadian territory, or on Canadian waters.

With respect to the ships built, bought, or fitted out in the ports of the United Kingdom, the question was more difficult. We had tried prosecution, and had to a great extent prevented the equipment of warlike vessels in her Majesty's ports and rivers, to be afterwards used as confederate vessels of war; but this success only rendered the confederate agents more cautious in carrying out their designs. Supposing a merchant ship to be bought and sent out ostensibly to Bombay, another vessel laden with cannon and warlike equipments, with a large ship's company, should be nominally bound to Mexico, and that these two vessels should meet, say at the Cape Verde Islands, and one of these vessels to be there converted into a confederate cruiser, with a confederate captain and a confederate crew; how was such a transaction to be prevented? Would not the plans of the confederate agents and of their friends in the country be kept so secret that no law existing, or to be made, could reach them?

I say that, struck by the difficulties, her Majesty's government had determined to address the confederate commissioners at Paris; and I then proceeded to read to Mr. Adams the letter of which I inclose a copy. But I said there was always great difficulty in communicating with the confederate authorities at Richmond, and it had occurred to the cabinet that, as the government at Washington must have opportunities of communicating with the confederates on questions which always arise in the course of protracted hostilities, I might fairly ask Mr. Seward, through the organ of Mr. Adams, to convey my letter safely to the confederate authorities.

Mr. Adams raised the difficulties that the confederates might doubt

the authenticity of the letter; but, as I told him that the original had been sent the day before to Lord Cowley, to be delivered to Mr. Mason, Mr. Adams acknowledged that difficulty to be removed.

I said that either the confederates would accept our conditions, or they would refuse compliance, and in the last case it would be for her Majesty's government to consider what was next to be done.

Mr. Adams said that in either case he thought advantage would accrue to the United States; but he feared that the facility with which the confederates had obtained ships for hostile purposes in a neutral country would furnish very dangerous precedents to belligerents in any future war.

I am, with great respect, sir, your most obedient, humble servant,
RUSSELL.

J. HUME BURNLEY, &c., &c., &c.

[For inclosure see inclosure to dispatch from Mr. Adams to Mr. Seward, No. 879, February 16, 1865, *post.*]

Mr. Adams to Mr. Seward.

[Extract.]

No. 879.]

LEGATION OF THE UNITED STATES,
London, February 16, 1865.

SIR: * * * * *

His lordship Earl Russell said he had asked to see me in order to let me know the result of the deliberations of the cabinet on American affairs. With regard to the state of things in Canada, in view of the instructions which had been sent by Mr. Cardwell to Lord Monck, of the action that had been taken by Lord Monck himself, of the measures in progress in the legislature, and of the decisions of the courts of the province, it was thought that enough had been done to establish confidence there.

With respect to the difficulties that had been occasioned on this side by the proceedings of the confederate agents and their friends, in fitting out vessels and enlisting men to carry on the war from this country as a base, the cabinet had come to a determination. This was to direct him to address a letter to the three persons who had, some time since, written to him as authorized agents of the confederates at Richmond, on another subject, Messrs. Slidell, Mason, and Mann. These persons were believed to be, all of them, now at Paris. Such a letter had accordingly been prepared. He proposed now to read to me its contents. Accordingly, he read it over slowly and deliberately. After he finished, he said it was proposed to furnish me with a copy for my government. He had already, on Monday, sent the letter to Lord Cowley, at Paris, to be forwarded to his address. In order to be still more sure of its destination, however, he proposed to send a duplicate to Washington, with a request that, through the channels of communication which appear to have been established between that place and Richmond, it might, if thought proper, be transmitted by us.

I then said that I had listened to the reading of the letter with much satisfaction. That I could not, at the moment, say what view my government would take of it, or of the proposition to transmit it through its agency. I could, myself, perceive no objection. Possibly the other side might be disposed to refuse to receive it, because it came in that way. His lordship remarked that he had first sent it directly to the agents to

guard against that difficulty. He alluded to the refusal of the government to permit a vessel to pass, on a former occasion, as having been based upon other reasons, which did not seem to apply to this case. I said it had always seemed to me a matter of surprise that some course of this kind had not been earlier taken.

I have since received a note from Lord Russell, with a copy of the letter. I send a copy of the former with the latter, just as it came to me, preserving a copy of it to place in the archives of this legation.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *February 15, 1865.*

Lord Russell presents his compliments to Mr. Adams, and has the honor to inclose a copy of the letter of which Lord Russell spoke to Mr. Adams yesterday as having been addressed to Messrs. Mason, Slidell, and Mann.

Earl Russell to Mason, Slidell, and Mann.

[Extract.]

FOREIGN OFFICE, *February 13, 1865.*

GENTLEMEN: Some time ago I had the honor to inform you, in answer to a statement which you sent me, that her Majesty remained neutral in the deplorable contest now carried on in North America, and that her Majesty intended to persist in that course.

It is now my duty to request you to bring to the notice of the authorities under whom you act, with a view to their serious consideration thereof, the just complaints which her Majesty's government have to make of the conduct of the so-called confederate government. The facts upon which these complaints are founded tend to show that her Majesty's neutrality is not respected by the agents of that government, and that undue and reprehensible attempts have been made by them to involve her Majesty in a war in which her Majesty had declared her intention not to take part.

Thirdly, the president of the so-called Confederate States has put forth a proclamation acknowledging and claiming as a belligerent operation, in behalf of the Confederate States, the act of Bennett G. Burley in attempting, in 1864, to capture the steamer Michigan, with a view to release numerous confederate prisoners detained in captivity in Johnson's Island, on Lake Erie.

Independently of this proclamation, the facts connected with the attack on two other American steamers, the Philo Parsons and Island Queen, on Lake Erie, and the recent raid at St. Albans, in the State of Vermont, which Lieutenant Young, holding, as he affirms, a commission in the Confederate States army, declares to have been an act of war, and therefore not to involve the guilt of robbery and murder, show a gross

disregard of her Majesty's character as a neutral power, and a desire to involve her Majesty in hostilities with a conterminous power with which Great Britain is at peace.

You may, gentlemen, have the means of contesting the accuracy of the information on which my foregoing statements have been founded; and I should be glad to find that her Majesty's government have been misinformed, although I have no reason to think that such has been the case. If, on the contrary, the information which her Majesty's government have received with regard to these matters cannot be gainsaid, I trust that you will feel yourselves authorized to promise, on behalf of the confederate government, that practices so offensive and unwarrantable shall cease, and shall be entirely abandoned for the future. I shall, therefore, await anxiously your reply, after referring to the authorities of the Confederate States.

I am, &c.,

RUSSELL.

J. M. MASON, Esq., J. SLIDELL, Esq., J. MANN, Esq.

Mr. Seward to Mr. Burnley.

DEPARTMENT OF STATE,

Washington, February 17, 1865.

SIR: Adverting to my note of the 7th instant, communicating to you a copy of a telegram from M. M. Jackson, esq., the United States consul at Halifax, I have the honor now to inclose, for your information and that of the proper authorities of her Majesty's government, a copy of another telegram from the same source of yesterday, to the effect that Oswego will probably be one of the points of attack by the rebel raiders from Canada, and that threats are made against Rochester, New York.

I have the honor to be, with the highest consideration, sir, your obedient servant,

WILLIAM H. SEWARD.

J. HUME BURNLEY, Esq., &c., &c., &c.

Mr. Jackson to Mr. Seward.

OFFICE U. S. MILITARY TELEGRAPH, War Department.

The following telegram received at Washington 5.22 p. m., February 16, 1865, from Halifax, Nova Scotia, February 16, 1865:

HON. WILLIAM H. SEWARD:

Am informed that Oswego will probably be one of the points of attack by rebel raiders from Canada, and that threats are made against Rochester. Dispatches by steamer.

M. M. JACKSON,
United States Consul.

Mr. Seward to Mr. Burnley.

DEPARTMENT OF STATE,

Washington, February 19, 1865.

SIR: Referring to the correspondence which has taken place between us regard to the suspicious steamer Georgian or Georgiana, I have the

honor to acquaint you, for the information of the proper authorities of her Majesty's government, that in a dispatch of the 6th instant, addressed to me by D. Thurston, esq., the consul of the United States at Toronto, it is stated that the steamer Georgian has been transferred to George Taylor Denison, a major in the militia (cavalry) of Canada; that he professes to have paid \$13,000 for her; but Mr. Thurston states that no such sum has ever been in the major's possession, and that he understands that George Dawson, a Canadian by birth, and a colonel in the insurgent service, who spent some months in Toronto, and who avowed that he was there as the agent of the insurgents, and for a special object, left that city a few days before it was known that the vessel had passed into George T. Denison's hands; that Dawson has a family connection with Denison, and was very intimately associated with him during his residence in that city.

I have the honor to be, with the highest consideration, sir, your obedient servant,

WILLIAM H. SEWARD.

J. HUME BURNLEY, Esq., &c., &c., &c.

Mr. Thurston to Mr. Seward.

[Extract.]

UNITED STATES CONSULATE,
Toronto, February 6, 1865.

SIR: * * * * *

The steamer Georgian has been transferred to George Taylor Denison, of this city, a major in the militia (cavalry) of Canada. He professes to have paid \$13,000 for her, but no such sum has ever been in his possession. He is the brother of Brigade Major Denison, of this city, and it was the last named gentleman from whom I obtained the information. I understand that George Dawson, a Canadian by birth, and a rebel colonel, who spent some months in this city, and avowed that he was here as the agent of the rebel government, and for a special object, left this city a few days before it was known that the boat had passed into George T. Denison's hands. He is connected in some way, by marriage, with George T. Denison, and was very intimately associated with him during his residence in this city.

With great respect, I am, sir, your obedient servant,

D. THURSTON,
United States Consul.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Seward to Mr. Adams.

No. 1274.]

DEPARTMENT OF STATE,
Washington, February 21, 1865.

SIR: I have your dispatch of the 2d of February, No. 868. In that paper you inform me that the accounts received in England of the agitation here of restrictive measures to operate in Canada are made the occasion for allegations in private conversation, and in the public press, that a determined spirit of enmity to Great Britain prevails throughout

this country. You inform me, further, that a reconciliation between the insurgents and the national authorities is considered less impossible now than heretofore, and that it is assumed that the happening of this event will be simultaneous with a declaration of war by the United States against Great Britain, and a joint advance of the two armies now operating against each other upon Canada. After reading these statements, I am not surprised by the further one that it begins to be whispered in certain political quarters that the really wise way to avert so grave a danger as the one thus indicated would be to anticipate it by sustaining the insurgents so far as to prevent their ruin, even though it should be at the hazard of a war.

I appreciate fully your suggestion, that we shall conform our policy toward Great Britain to the immediate exigency which the recurrence of the parliamentary elections has created; it being understood that in England our enemies are chiefly found on what they there call the conservative side, while our friends range themselves under the so-called liberal banner.

The difficulty consists not at all in following your advice, but in securing a fair and candid consideration of our proceedings by even the liberals of Great Britain.

We have borne from subjects of Great Britain at home the virtual destruction of our foreign trade, and the feeding and arming of the insurgents from British ports and warehouses. We have maintained free trade and intercourse with the British subjects who dwell in Canada, until we have become unsafe on the border lakes and rivers. Our money was plundered from the banking-houses on the frontier, and all the hotels of the city of New York were simultaneously fired by incendiaries having shelter and protection in the British provinces. These perils and wrongs were incurred after three years of earnest and vigorous but unsuccessful warning and remonstrance. It is thus seen that we have had not once, but many just causes of war against Great Britain. Nevertheless we have not made war, but have only discontinued reciprocal trade, and imposed some restrictions upon intercourse, reserving the power to relax or increase them as the course of Canada and the British government should become friendly or grow more hostile and injurious.

If the moderation thus practiced in regard to Canada is understood by the British nation as an indication of determined enmity to itself, what can we do to correct the impression? We are not able to endure more patiently or more meekly than we have endured injuries in that quarter. Relaxation on our part, without receiving any guarantees from Canada, would expose us to new aggressions. The case is the same in regard to aggressions from Liverpool and the Clyde. We just now learn that *Rumble*, who got out the *Rappahannock*, is acquitted. That vessel is openly and flagrantly used, by persons harbored and protected in Great Britain, as a receiving ship, to man new piratical vessels, which threaten not only our few ships on the ocean, but our blockade and our cities. Mr. Dudley, our consul at Liverpool, writes us that the *Ajax* has just gone out; that another pirate, called her consort, will go out from a British port, and be armed by British subjects; and yet her Majesty's government, if they pursue the same policy as heretofore, will not only treat those vessels, but even insist that we shall treat them, as lawful belligerent vessels.

Mr. Morse, our consul at London, writes us that the "No. 40," alias *Louisa Ann Fanny*, a vessel as powerful as the *Kearsarge*, is likely soon to be afloat, fully armed and manned. The *Rappahannock*, the *Tallahassee*, the *Chickamauga*, and the *Shenandoah*, all recognized by her

Majesty's government as having a lawful belligerent character, are, as we understand, down to this day, standing in the registers of the British customs in the names of British owners, under their former names of Scylla, Atlanta, Edisto, and Sea King. And now comes, at this late hour, a new embarrassment. One of Arman's rams, built at Bordeaux for the insurgents, clandestinely receives her armament from a British steamer off the coast of France.

It must be manifest that, under these circumstances, we are so far from being able to choose a less vigorous defensive policy in regard to Great Britain that we must rather expect to be obliged to adopt more direct and vigorous measures of resistance to her hostile subjects. It seems to us that her Majesty's government have control of the whole situation. Let them pursue and punish the British subjects who wage these endless and manifold hostilities, or, at least, abandon them to the fate of pirates and enemies of the human race, as they are. Let that government seek peace with us, as earnestly as we desire peace and good relations with Great Britain, and all apprehensions of enmity on the part of the United States will virtually be found to be groundless and chimerical. If any British politicians fear that we shall make hostility to Great Britain a condition of reconciliation with the insurgents, and an occasion for aggression, those politicians are the victims of a delusion which they themselves have created. It is true, I have intimations from not one, but many insurgent emissaries, that such a condition, if tendered, might be accepted, and that the two parties combined, on some such condition, might end this fearful domestic strife by a common war against any European state we might choose for an enemy. I say to you now, by direction of the President, as I have already said to Mr. Bigelow, that it is the intention of this government to fight the battle through upon the present line, if no European state intervenes; but I cannot, at the same time omit to say, that the British government, by its toleration of the hostilities of its subjects, forces upon the American people the question most difficult of all of solution by popular judgment, whether Great Britain is, or is not, actually intervening in favor of the insurgents.

I have written this dispatch with perfect freedom, as a transcript of the feelings of our administration. You will make such use of it as your own discretion shall approve, with regard to the best interests of the two nations.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Seward to Mr. Burnley.

DEPARTMENT OF STATE,

Washington, February 23, 1865.

SIR: Referring to my notes of the 7th and 17th instant, I have the honor to inclose for the further information of the proper authorities of her Majesty's government a copy of a dispatch of the 13th instant, from M. M. Jackson, esq., the United States consul at Halifax, respecting the proposed hostile expeditions against the United States from Canada.

I have the honor to be, with the highest consideration, sir, your obedient servant,

WILLIAM H. SEWARD.

J. HUME BURNLEY, Esq., &c., &c., &c.

Mr. Jackson to Mr. Seward.

CONSULATE OF THE UNITED STATES,
Halifax, Nova Scotia, February 13, 1865.

SIR: I have the honor to inform you that since my telegrams to you I have endeavored to procure further information in relation to the designs of the rebels, now in Canada, upon our northern borders.

I have ascertained that the rebels, now scattered through several of the border towns in Canada, designed, some time since, making another raid from Canada into the United States, but their operations have been suspended to await the result of the judicial proceedings in the Canadian courts in the case of the St. Albans raiders. They aver, however, that the result of those proceedings will not defeat their plans; and that, at the earliest practicable period, they will attempt to carry them into execution.

I have been informed that one of the points to be attacked is Oswego, New York. They also make threats against Rochester.

The headquarters of these desperadoes are Toronto, Hamilton, Kingston, and the other towns upon or in the vicinity of the Canadian border.

I have no doubt they will attempt, the first favorable opportunity, to consummate their plans; their objects being both to plunder and injure the people of the loyal States, and to create trouble, if possible a war, between the United States and Great Britain.

I have the honor to be, sir, your obedient servant,

M. M. JACKSON,
United States Consul.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Mr. Seward.

No. 884.]

LEGATION OF THE UNITED STATES,
London, February 23, 1865.

SIR: I have just come from an interview with Lord Russell.

Having completed what I had to say, I was about to take my leave. when his lordship remarked that when I came he had expected I was about to discuss a different matter. He had presumed that I was to give notice of the termination of the reciprocity treaty. I replied that the papers had been received by me, with instructions to give the notice at some time after the 17th of March, the earliest period at which it was possible to do so by the terms of the treaty. His lordship said that the subject had been under consideration in the cabinet yesterday, at which he had not been able to attend. He had, however, been apprised that it had been thought advisable, in regard to the notice already given as to terminating the arrangement of 1817, to begin to think of something to substitute in its place. He was not himself disposed to question the reasonableness of our disposition, under the late course of events, to increase our armament, but this would necessarily involve on their part a duty of making some similar provision. He thought that an understanding would be advisable, so that each party could prepare itself accordingly. The same remark might be made of the reciprocity treaty. The interval before its termination might be profitably employed in

maturing such amendments to it as would remove present objections. He could not but think that, in substance, both of these compacts had been beneficial to the interests of both countries. I replied that in my own opinion they had been highly useful, and now that the Canadian authorities had taken such vigorous measures to put an end to the operations of the marauders on the border, I inclined to indulge the hope that we should hear no more of them. It was only necessary that her Majesty's government should lift its little finger in earnest, and the whole rebel programme in Canada would be scattered to the winds. The delivery of the men found guilty of these atrocities on the border would act as a preventive against all projects of that kind in future. I was, therefore, in great hopes that the apprehension, justly enough excited at the moment, would soon die away, so that there would be no occasion for resorting to extraordinary permanent measures of precaution. Armaments were expensive and useless. They only served in troubled times to breed mutual suspicions. To judge from the tone in the House of Lords the other day, one would suppose that we were about to pounce upon Canada with our whole force. Yet we had been living for half a century almost uninterruptedly in full reliance on the good faith of each other, and I saw no reason why we might not do so again hereafter.

I have the honor to be, sir, your obedient servant,
CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Seicard to Mr. Adams.

[Extract.]

No. 1282.]

DEPARTMENT OF STATE,
Washington, March, 1, 1865.

SIR: * * * * *

Canada is one of the points where the peace of the two countries is immediately exposed. Judge Smith yesterday adjourned the case of the St. Albans raiders eight days, and thus he has again rendered it impossible for us to modify our restrictive measures in regard to that province. There is reason to hope, however, that, if not the judiciary, the executive authorities of Canada will soon take such proceedings as will reassure the border sentiment. In that case the President will hasten to manifest a renewed sense of security and of liberality towards that important province.

I am, sir, your obedient servant,
WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Burnley to Mr. Seward.

WASHINGTON, March 7, 1865.

SIR: With reference to my note of the 31st of January, I have the honor to transmit to you copies of a dispatch, and of its inclosures, which

I have received from his excellency the governor general of Canada, relative to the vessels Almandaris and Pinero, alleged to be intended for the naval service of the so-called Confederate States.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

J. HUME BURNLEY.

Hon. WILLIAM H. SEWARD, &c., &c., &c.

Viscount Monck to Mr. Burnley.

QUEBEC, February 28, 1865.

SIR: Referring to my dispatch of the 24th of January, I have the honor to transmit to you copies of a report from the attorney general for Canada East, and a letter from the collector of customs at the port of Montreal, relative to the vessels Almandaris and Pinero.

I shall feel much obliged if you will communicate this information to the Secretary of State of the United States.

I have, &c., &c.,

MONCK.

J. HUME BURNLEY, Esq., &c., &c., &c.

Mr. Cartier to Viscount Monck.

CROWN LAW DEPARTMENT,
Quebec, February 28, 1865.

The undersigned has the honor, in addition to his report of the 24th ultimo, to transmit to his excellency the governor general copy of a letter, with inclosure, received from the collector of customs at Montreal, in relation to two vessels, Almandaris and Pinero, the former of which is reported as having been sold to Spanish subjects at Havana, and the latter, still lying in the Lachine canal, as having been transferred by bill of sale to a gentleman residing in the city of Montreal.

GEORGE E. CARTIER,
Attorney General, L. C.

Mr. Holmes to Mr. Futroye.

CUSTOM HOUSE, Montreal, February 21, 1865.

SIR: With reference to your letter dated 28th December, last, requiring to be informed, for the information of the honorable the attorney general, of any facts thereafter coming to my knowledge touching the vessels El Almandaris and Pinero, I beg to say this morning's mail brought me back the registry of the Almandaris, with advice of her transfer at Havana.

Inclosed is copy of letter of advice.

I have, &c.,

BENJ. HOLMES, Collector.

GEORGE FUTROYE, Esq.,
Clerk of Crown Law Department, Quebec.

P. S.—The Pinero still lying in the canal, but has been transferred by bill of sale to Joseph Tiffin, jr., of this city.

B. H.

Mr. Bunch to the Registrar.

HAVANA, February 8, 1865.

SIR: I have the honor of transmitting to you herewith the British certificate of registry of steamer Almandaris, official number 46,257, of your port, sold this day to Spanish subjects for \$81,340, currency of Canada.

I remain, &c.,

JOHN BUNCH, *Consul General.*
The REGISTRAR, *Montreal, Canada.*

Mr. Burnley to Mr. Seward.

WASHINGTON, March 7, 1865.

SIR: With reference to your note of the 19th ultimo, calling my attention to suspicious circumstances attending the sale of the steamer Georgian, I have the honor to inclose a copy of a dispatch which I have received from his excellency the governor general of Canada on this subject.

I have the honor to be, with the highest respect, sir, your most obedient, humble servant,

J. HUME BURNLEY.

HON. WILLIAM H. SEWARD, &c., &c., &c.

Lord Monck to Mr. Burnley.

QUÉBEC, February 28, 1865.

SIR: I have the honor to acknowledge the receipt of your dispatch of the 22d instant, and its inclosure, relative to the purchase of the steamer Georgian, or Georgiana, by Mr. Denison, of Toronto.

I have the honor to state, in reply, that I had been already made aware of the change in the ownership of this vessel, and that a close watch has been kept, and will continue to be kept, by the Canadian authorities, on any proceedings connected with her, in order to take the proper legal steps should any suspicious facts be disclosed.

I have, &c.,

MONCK.

J. H. BURNLEY, Esq.

Mr. Seward to Mr. Adams.

No. 1289.]

DEPARTMENT OF STATE,
Washington, March 8, 1865.

SIR: The notice which has been given by this government for the termination of the convention of April, 1817, limiting the naval force on the lakes, was indispensable, to enable us technically with honor to protect ourselves from insurgent incursions from Canadian territory. As it is hoped and believed that, under existing circumstances, no further incursions of that character may be apprehended, you may say to Lord Russell that we are quite willing that the convention should remain practi-

cally in force; that this government has not constructed or commenced building any additional war vessels on the lakes, or added to the armament of the single one which was previously its property; and that no such vessels will in future be built or armed by us in that quarter. It is hoped and expected, however, that her Majesty's government, on its part, so long as this determination shall be observed in good faith by that of the United States, will neither construct, nor arm, nor introduce armed vessels in excess of the force stipulated for by the convention referred to.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Seward to Mr. Adams.

[Extract.]

No. 1294.]

DEPARTMENT OF STATE,
Washington, March 9, 1865.

SIR: I have reserved for consideration in this paper the account which, in your dispatch No. 879, you give of a conversation held by you with Earl Russell at 3 o'clock on Tuesday, the 14th of February, upon the subject of aggressions coming from British provinces and ports, and certain papers relating thereto, namely, a copy of a note addressed to you by Earl Russell on the 15th of February last, and of a note which the earl, on the 13th of that month, addressed to the rebel emissaries, Slidell, Mason, and Mann, at Paris.

While I was reading these papers, Mr. Burnley called, and left with me for my perusal a copy of a dispatch he had just received, in which Earl Russell has given his own version of the same conversation to which I have before referred.

There is a practical agreement between the two statements; the only difference, if any, consists in greater explicitness of the earl's explanations to you, as they are presented by himself.

Earl Russell remarked substantially in that conversation that he thought that the proceedings which had been taken by her Majesty's government, by the governor general of Canada, and by the legislature of that province, in regard to apprehended raids and aggressions from that province, would be satisfactory.

Upon this point I have to inform you that the instructions of Mr. Cardwell to the governor general of Canada, referred to by Earl Russell, were some time since made known to this department, and they were thought to be highly friendly and judicious. The legislature of Canada has recently passed a law which, if duly executed, will enable the executive authorities to remove from the provinces any foreigners who may seek to make therein a base for hostile incursions into the United States. That legislature is also understood to be perfecting the enactment of a law which will provide for the indemnity of the persons who were robbed in the raids upon St. Albans. Judge Smith still delays proceedings upon the requisition for the delivery of the robbers and murderers in that case, but Mr. Burnley has confidentially assured me, on the authority of the governor general, that, if they shall not be delivered to the United States, they will be promptly detained and vigorously prosecuted for violation of the laws of Great Britain and of Canada, committed in connection with offenses at St. Albans.

In view of these facts and of the explanations which were made to you by Earl Russell in the aforementioned conversation, I have, by the President's direction, issued an order which entirely rescinds the passport regulations of the 17th of December last, so far as it relates to the province of Canada. A copy of the order thus made to-day is annexed to this dispatch.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Burnley to Mr. Seward.

WASHINGTON, March 9, 1865.

SIR: With reference to your notes of the 7th and 17th ultimo, relative to the information furnished to you by the United States consul at Halifax, respecting projected raids into the United States territory, I have the honor to inclose a copy of a letter which was addressed by his excellency the governor of Nova Scotia to the United States consul, as to the necessity of giving him in the first instance the earliest intelligence of any raid into the United States contemplated by parties connected with that province, either as transient travelers or otherwise.

His excellency further observes, that if there existed any similar and proved necessity for investing the governor with extraordinary powers as in Canada, the legislature would not hesitate to give them; but that, at present, from the best information which he can procure, he has reason to think that no such powers are required in Halifax.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

J. HUME BURNLEY.

Hon. WILLIAM H. SEWARD, &c., &c., &c.

Mr. Daly to Mr. Jackson.

GOVERNMENT HOUSE,
Halifax, N. S., February 18, 1865.

SIR: The lieutenant governor, Sir R. G. Macdonnell, has this day received a letter from the British chargé d'affaires at Washington, transmitting a copy of a telegram sent by you on the 7th instant to Mr. Seward, representing that another raid into the United States from Canada is in contemplation.

His excellency instructs me to remind you that on the 2d of January you had interview with him in reference to the existence of a supposed conspiracy here by parties contemplating a raid into the United States from Canada, which you had similarly represented to Mr. Seward, who immediately transmitted, through the English embassy, a copy of that communication to his excellency.

The lieutenant governor informed you on that occasion of his earnest desire to assist by all means in his power to prevent this province being made a center for intrigues against a neighboring and friendly state. He understood, therefore, that you would not fail to communicate with

him on receipt of any reliable information connected with illegal associations in this province, intended to disturb the peace or assail the property of the neighboring States.

His excellency, therefore, desires me to suggest, that there is something incongruous and inconvenient in his continuing to receive from Washington information which, if it concerns any persons in this province, might obviously be more usefully communicated in the first instance to this government, than by a circuitous route, and a delay of nearly a fortnight. In all such matters promptitude of action is the thing most needed.

The lieutenant governor would, therefore, feel obliged by your taking an early opportunity of waiting on him, and fully explaining the nature of the proceedings contemplated by parties hostile to the United States; that he will endeavor to counteract such plots on British ground, so far as any action for that purpose can be taken by this government.

I have, &c.,

M. BOWES DALY,
Private Secretary.

U. S. Consul JACKSON, &c., &c., &c.

Mr. Secard to Mr. Adams.

[Extract.]

No. 1296.]

DEPARTMENT OF STATE,
Washington, March 10, 1865.

SIR: Your two dispatches of February 23, Nos. 883 and 884, have been received. Both relate to one general subject, and I shall therefore consider them together. That subject is an apprehension which prevails in British political circles that the close of our civil strife will be improved by this government to inaugurate a war with Great Britain, in which war Canada will be the objective point. The restrictive policy in regard to Canada which we were compelled to adopt, to counteract aggressions from British provinces and ports, seems to be regarded as a fresh proof of the inimical purpose referred to, while a supposed general unfriendliness on my own part is assumed in justification of the suspicion.

* * * * *

In an interview with Mr. Burnley yesterday, invited by myself, I authorized him to inform Earl Russell that, in my judgment, even had there been no disturbance of our friendly relations with Canada or Great Britain, the late reciprocity treaty could not have been continued beyond its appointed term, without being modified so essentially as to require a thorough revision of the compact, and that such a revision would necessarily involve a submission of the whole subject to not only the Senate, but to the Congress of the United States. I observed further to Mr. Burnley that, in my opinion, it would be utterly unavailing to attempt to negotiate with Great Britain a treaty of reciprocal trade between the United States and Canada, while this civil war continues, with Great Britain in her present attitude, recognizing the insurgents as a belligerent, and thus derogating the United States from their accustomed sovereignty over all the territory and all the citizens of the republic. I gave my reasons for this, namely, that the present condition of things has proved destructive of our national commerce and subversive of friendship between our people and those of Great Britain.

I further stated to Mr. Burnley that there seems good reason to believe that this civil war has already come, or is about coming to such a crisis that we may look for an early recognition of our full national authority by Great Britain, and that when that change shall take place, this government will cheerfully enter into negotiations, with a view to ascertain whether a just, fair, and equal reciprocity in trade can be established between the United States and Canada. Of course, in this matter I am not to be understood as assuming to speak for the Senate or for Congress.

You will see that in this proceeding I anticipated an important suggestion of Earl Russell, communicated in your dispatch now before me, which suggestion is accepted as having been made in the interest of peace and friendship. Perhaps it is not improper to add, that in no case does this government contemplate war against Great Britain, whether for Canada, or any other object. So far are we from seeking either an occasion or a cause, or a theater of war with Great Britain, we are earnestly desiring peace, friendship, and communion with that great nation. But, on the other hand, I repeat, and must continue to insist, that the United States cannot consent to endure indefinitely the injuries resulting, directly and indirectly, from the present policy of Great Britain in regard to the existing insurrection. They cannot consent to remain derogated as a naval power to a level with a local slavery-upholding rebellion, destitute of ports, courts, and ships of war. Nevertheless, our policy is directed to the redress of this wrong by lawful and by peaceful means; and it will be persisted in, in the same manner, until other powers shall concede to the United States the position they held, with the free consent of all nations, before the insurrection began.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Burnley to Mr. Seward.

WASHINGTON, March 11, 1865.

SIR: I communicated to the governor general of Canada a copy of your note of the 23d of February, relative to alleged plans of persons residing in Canada for making hostile incursions into the United States, and I have now the honor to transmit a copy of his excellency's reply.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

J. HUME BURNLEY.

Hon. WILLIAM H. SEWARD, &c., &c., &c.

Viscount Monck to Mr. Burnley.

GOVERNMENT HOUSE, Quebec, March 4, 1865.

SIR: I have the honor to acknowledge the receipt of your dispatch of the 25th February, covering copies of a note and inclosures from the Secretary of State of the United States respecting the alleged formation by persons residing in Canada of plans for making hostile incursions into the United States. I beg that you will inform the government of the

United States that I shall continue to use every exertion to prevent the execution of such projects.

I have, &c.,

MONCK.

J. HUME BURNLEY, &c., &c., &c.

Mr. Seaward to Mr. Burnley.

DEPARTMENT OF STATE,
Washington, March 14, 1865.

SIR: I have the honor to acknowledge the receipt of your note of the 9th of March, with its accompaniment, namely, a copy of a letter addressed to you on the 18th of February last by the private secretary of his excellency the governor of the province of Nova Scotia.

A word of explanation will clear up the difficulty to which the governor refers. Our consuls in the provinces have no political functions. A proper deference to the authority of the imperial government forbids any direct correspondence between even this government and the local authorities in the provinces, much more does it prohibit voluntary correspondence between our consuls and those authorities. Hence the circuitousness of our habitual mode of communication. The consul at Halifax addresses the department, I address you, and you, under the leave of your home government, communicate with the governor of Nova Scotia at Halifax. It is, however, competent for her Majesty's government to assent to modification of the prevailing forms under special circumstances, and I clearly see that these circumstances now exist in regard to the designs and operations of disloyal citizens and their abettors to imperil the peace of the two nations. I shall therefore, in compliance with your expressed wish, instruct the consul at Halifax that, for the present, he will in all cases promptly and frankly make known to the governor general whatever he may learn that shall be important to be known by him in preventing hostile proceedings in the province of Nova Scotia against the United States.

I refer briefly to another subject mentioned by the governor. He thinks that Nova Scotia is in a different case from Canada with reference to the United States, and, therefore, that there is no need in the former province for such legislative action, with a view to the maintenance of neutrality, as has been so promptly and honorably taken in the province of Canada. It is true that hostile raids, like that of St. Albans, have not been and are not likely to be made into our country from Nova Scotia. But, on the other hand, Halifax has been for more than one year, and yet is, a naval station for vessels which, running the blockade, furnish supplies and munitions of war to our enemy, and it has been made a rendezvous for those piratical cruisers which come out from Liverpool and Glasgow to destroy our commerce on the high seas, and even to carry war into the ports of the United States. Halifax is a postal and dispatch station in the correspondence between the rebels at Richmond and their emissaries in Europe. Halifax merchants are known to have surreptitiously imported provisions, arms, and ammunition from our seaports, and then transshipped them to the rebels. The governor of Nova Scotia has been neutral, just, and friendly; so were the judges of the province who presided on the trial of the Chesapeake. But then it is understood that, on the other hand, merchant shippers of Halifax, and many of the people of Halifax, are willing agents and abettors of the

enemies of the United States, and their hostility has proved not merely offensive but deeply injurious. When Nova Scotia ceases to abet our enemies, she will find that we cherish no memory of her past injuries. But, on the other hand, merchants of the United States must be allowed to navigate the seas in security, and our citizens at home must be allowed to pursue their avocations without interference from the port of Halifax, before this government can be reasonably expected to favor trade and intercourse with the province of Nova Scotia.

I have the honor to be your obedient servant,

WILLIAM H. SEWARD.

J. HUME BURNLEY, Esq., &c., &c., &c.

Mr. Adams to Mr. Seward.

No. 908.]

LEGATION OF THE UNITED STATES,

London, March 24, 1865.

SIR: There was no bag received by the China, so that the legation is without further advices this week.

I have the honor to transmit a copy of the Times of this morning, containing a report of the proceedings in both houses of Parliament last evening. I would call your attention more particularly to the remarks of Lord Russell in the upper house, and to the debate on the estimates for Canada in the Commons. You will be glad to perceive how much the tone toward the United States is changed. The alarmist policy, alluded to in preceding dispatches, seems to be at last abandoned, and in lieu of it come earnest professions of a belief that the friendly relations between the two countries are firmly established.

It is not necessary at this time to analyze very closely the elements with which this new faith is compounded. I have reason to believe that the discovery of the indefensible position of Canada had its date so long ago as the happening of the Trent affair, and that it had materially contributed to cool the ardor with which that question was entered into long before it received its solution by the delivery of the captives. At that time, however, all reference to it was carefully suppressed; and so it would have remained but for the reluctance of this government to adopt, in season, the necessary measures to prevent the operations of the rebel emissaries sent to that region for the purpose of perpetrating outrages like the St. Albans raid. The result has been a necessity to go to Parliament with a disclosure of the truth. The discussion is not, on the whole, of a kind likely to gratify the pride of the British people. The fact stands boldly out, that the continuance of the bond with Canada depends upon the good-will of the United States. It would have been wiser to have thought of this before the ill-will of the governing class had been permitted to betray itself so indiscreetly in the dark hours of our civil struggle. The result is, that no further apprehension need be felt by us of any aggressive policy on this side of the water. Even the tone of the London Times marks the completeness of this revolution of opinion. The course taken in England is evidently the guide to that adopted by France, and all the other powers of Europe will follow suit. The President may fairly congratulate himself upon the fact that, so far as their action is concerned, he has carried the country through without serious embarrassment from complications with the powers in this hemisphere.

At the same time it should not be overlooked that the prodigious de-

velopment of physical power during this war is viewed with no inconsiderable share of alarm. To quiet this will call for the exercise of prudence and moderation in tone, not less than in action, for some time to come—indeed, until the period when our domestic affairs shall have resumed the even tenor of their peaceful way, and the nations shall become convinced that we fight only when we are obliged by others to do so.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

[For debate see Parliamentary and Judicial Appendix, No. 11.]

Mr. Burnley to Mr. Seward.

WASHINGTON, April 3, 1865.

MY DEAR SIR: Viscount Monck informs me by telegraph that the Canadian courts had decided that the St. Albans raiders could not be surrendered, and they were consequently discharged.

It appears, however, that the governor general directed their immediate rearrest on a charge of violating the Queen's neutrality.

Believe me to remain, my dear sir, yours, very faithfully,

J. HUME BURNLEY.

Hon. WILLIAM H. SEWARD, &c., &c., &c.

Mr. Burnley to Mr. Seward.

WASHINGTON, April 7, 1865.

SIR: With reference to the note which you did me the honor to address to me on the 14th of March, relative to the position of the United States consul at Halifax, in which you advert to the alleged support given to the so-called confederate cruisers by the inhabitants of Nova Scotia, I have the honor to inclose a copy of a dispatch which I have received from the lieutenant governor of Nova Scotia, bearing on the subject.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

J. HUME BURNLEY.

Hon. WILLIAM H. SEWARD, &c., &c., &c.

Lieutenant Governor Macdonald to Mr. Burnley.

GOVERNMENT HOUSE, HALIFAX, NOVA SCOTIA,

March 29, 1865.

SIR: I have the honor to acknowledge receipt of yours of the 16th March, covering a communication from Mr. Seward, of the 14th instant, addressed to you on the position of the United States consul at Halifax.

Whatever be the usage of the United States government, I was not aware that any practice existing here, or in any other colony, precluded consuls of foreign powers from communicating through the provincial sec-

retary with her Majesty's representative. On the contrary, it has always been supposed that a principal object in stationing consuls in foreign possessions was to facilitate and insure speedy and correct means of communication, in the absence of any higher diplomatic officer, between the local authorities and consular representatives of foreign powers in matters wherein the latter might be *locally* interested.

I am gratified to learn that Mr. Seward recognizes the just neutrality which I have hitherto maintained, but regret his observations on the conduct of the people of this province and the citizens of Halifax. I cannot suppose Mr. Seward seriously to suggest that this government can prevent its post offices being used for the transmission of letters from Richmond or any other place, any more than I can suppose that he expects the executive here to interfere with the rights of neutral citizens to clear from the port of Halifax with such cargoes as they may think most profitable. Their right to do so was affirmed by the greatest legal authorities in the United States, and does not override the right of United States cruisers to seize them if attempting to break a legitimate blockade.

If on reconsideration by the great powers of such conflicting rights any alteration in existing international usages be agreed to, and I be instructed accordingly, Mr. Seward may rely on my giving a hearty and complete effect thereto. In the mean time I can assure Mr. Seward that Halifax is not a rendezvous for "piratical cruisers" engaged in destroying the commerce of the United States on the high seas, and no officer of the Queen has any sympathy with pirates, or could retain his office a day if he countenanced them. Mr. Seward cannot but know that this government must deal with belligerent cruisers of the southern States as they are dealt with by his own government—that is, as being completely protected from treatment as pirates by the commissions of their commanders, in the same way as southern generals and officers are, for the same reason, treated by Mr. Seward's government—not as banditti, but as regular combatants.

It is very unfortunate, therefore, that prejudices arising from imperfect information should encourage the adoption of measures by the United States government unfavorable to the trade and intercourse of Nova Scotia with a kindred race whose enterprise and commercial spirit, no less than their geographical position, constitute them our most natural friends and most valuable neighbors. I regret it the more, as no action of this government can possibly change the unquestioned neutral right which international usage has established.

It is clear, however, that Mr. Seward is not well informed as to the general feeling here; and it is wholly inconsistent with fact that, except for a trade, legitimate according to the practice of United States citizens and the decisions of their courts, this port is resorted to by any sympathizers with the Confederate States, or that the latter procure here either arms or other munitions of war.

If I had been clothed twice over with all the extraordinary powers recently given to the governor general, which Mr. Seward so highly approves, I am not aware of a single case, since my arrival here last June, in which it would have been my duty to exert them.

My only reason for adverting to these subjects is, that Mr. Seward apparently assumes in his communication to you that this government is aware of much hostility to the United States existing here, and of direct aid frequently given to enemies of the United States by Nova Scotians. I am, therefore, unwilling to appear by my silence to admit the correctness of such views. On the contrary, I feel assured that Mr.

Seward will rejoice at finding reasonable grounds for modifying opinions prejudicial to the common interests both of the United States and this province.

I have, &c.,

R. G. MACDONNELL.

J. HUME BURNLEY, Esq., &c., &c., &c.

Sir F. Bruce to Mr. Seward.

WASHINGTON, November 3, 1865.

SIR: The attention of her Majesty's government has been called recently to the construction of several vessels prepared for the reception of a powerful armament, which are reported to be destined for service on the North American Lakes.

In view of the convention which exists between the United States and Great Britain determining the armed force to be employed by the parties to it on the lakes, I am instructed to bring the subject under your notice, and to request you to be good enough to furnish me with the explanations which it seems to require.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

FREDERICK W. A. BRUCE.

Hon. WILLIAM H. SEWARD, &c., &c., &c.

Mr. Seward to Sir F. Bruce.

DEPARTMENT OF STATE,

Washington, November 4, 1865.

SIR: I have the honor to acknowledge the receipt of your note of yesterday, in which you inform me that the attention of her Majesty's government has been called recently to the construction of several vessels prepared for the reception of a powerful armament, which are reported to be destined for service on the North American lakes, and that, in view of the convention which exists between the United States and Great Britain determining the armed force to be employed by the parties to it on the lakes, you are instructed to bring the subject under my notice, and to request explanations.

I have the honor to inform you, in reply, that any vessels of the character referred to which may be in course of construction by the United States are intended exclusively for revenue purposes, and that their armament, if any, will not be allowed to exceed the limit stipulated in the conventional arrangements.

I have the honor to be, with the highest consideration, sir, your obedient servant,

WILLIAM H. SEWARD.

Hon. SIR FREDERICK W. A. BRUCE, &c., &c., &c.

Sir F. Bruce to Mr. Seward.

WASHINGTON, July 13, 1866.

SIR: I have duly reported to her Majesty's government the disturbances that lately took place on the frontiers of New Brunswick and Canada, and the measures taken by the government of the United States to

prevent these expeditions of armed men, in breach of the neutrality laws, from being carried into effect.

I am directed by her Majesty's government, in reply, to state that for some months past they have observed with regret, though without alarm, the organization of the Fenians in the United States; but they have invariably abstained from making any official representation to the cabinet at Washington, because they felt that they had no right, as indeed they had no desire, to interfere with the administration of the law in the United States. They had, moreover, a perfect conviction that if ever the time came for the fulfillment by the United States of the obligations which international law imposes upon friendly and allied governments, that government would take all the measures which those obligations and regard for its own honor might call upon it to perform.

Her Majesty's government rejoice to find that this confidence has been fully justified by the result, and that the government of the United States acted, when the moment for acting came, with a vigor, a promptness, and a sincerity which call forth the warmest acknowledgments.

I am, in consequence, instructed to express to the government of the United States the thanks of her Majesty and of her Majesty's government for the friendly and energetic assistance which they have afforded in defeating the attempts to disturb the peace of her Majesty's possessions in North America.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

FREDERICK W. A. BRUCE.

Hon. WILLIAM H. SEWARD, &c., &c., &c.

CASE OF THE VESUVIUS.

Mr. Seward to Mr. Adams.

No. 462.]

DEPARTMENT OF STATE,

Washington, January 30, 1863.

SIR: I transmit a communication made by the Secretary of the Navy to this department, which shows that the insurgents in this country have instructed James Spence, a confederate of their own, who is a British subject residing at Liverpool, to effect, if he can, an arrangement by which gold which they have collected and are preparing to use in Great Britain to buy and fit out their ships of war to be used against the government of the United States, shall be conveyed from ports which are in the possession of the insurgents, but are blockaded by the United States naval forces, to their agents and confederates in Europe, in the British vessels which are permitted to enter those ports in virtue of the treaties existing between the United States and Great Britain.

So much care has hitherto been practiced by the British authorities in regard to the proceedings of such vessels, that the discovery of the design of the insurgents, to which I have alluded, would have excited no apprehension on the part of this government, had there not appeared some ground to believe that one British ship of war, as well as one Spanish vessel of the same kind, has already been engaged in carrying gold of the insurgents from such ports to such insurgents. This ground, so far as the British man-of-war is concerned, is found in a statement of a newspaper published at the Bahamas, a copy of which is appended to

the communication of the Secretary of the Navy. It is sincerely believed by this government that the statement of the Bahama paper is erroneous and untrue. The gravity of the matter, however, requires that you shall bring the subject as early as possible to the attention of Earl Russell, and ask for such investigation and such instructions to the naval officers of Great Britain as the occasion seems to require. It is hardly necessary to say that, in the opinion of this government, the plan of the insurgents could not be carried out except by practices which would be a fraud against the treaties which secure admission of British vessels into ports of the United States, such as the British government would be the last to lend its sanction to, or even its toleration.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

[Inclosures will be found with dispatch from Mr. Adams to Mr. Seward, No. 328, February 19, 1863, *post.*]

Mr. Adams to Mr. Seward.

No. 328.]

LEGATION OF THE UNITED STATES,
London, February 19, 1863.

SIR: In obedience to the instructions contained in your dispatch (No. 462) of the 30th January, I have addressed a note to Lord Russell on the alleged proceeding of the Vesuvius steamer, a copy of which is herewith transmitted. You will perceive that I allude in it to a remark of Lord Russell's, in his last conversation with me, which indicated an earnest desire to avoid any complications like that which is said to have happened. Yet, in view of the known proclivities of most of the naval officers in the British service, both here and at sea, I am not surprised by any action which may be imputed to them. It was, probably, with a view of guarding against this that Lord Lyons acted in the way indicated, and evidently approved by his lordship.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Lord Russell.

LEGATION OF THE UNITED STATES,
London, February 19, 1863.

MY LORD: I have the honor to submit to your lordship's consideration the copy of a letter addressed by the head of the Navy Department to the Secretary of State at Washington, touching an averment, in a Bahama newspaper, of the action of the commander of her Majesty's steamer Vesuvius in transporting a large sum of money, belonging to the insurgents, in his vessel. I am instructed to express the belief that the statement is erroneous and untrue. But, inasmuch as information has reached me from London that precisely the amount of money named did arrive at that port on or about the time specified, and as the possibility of such a proceeding involves questions of the gravest importance in inter-

national comity, I have been directed to call the attention of your lordship to the expediency of making such investigations and giving such instructions to her Majesty's naval officers as the occasion would seem to require. At the same time that I make this communication at the wish of my government, it is no more than justly due to your lordship that I should not fail to remember the fact that, in the last conversation which I had the honor to hold with you, I understood you to say that orders had already been given through the medium of Lord Lyons, at Washington, intended to anticipate the possibility of any practices of the kind whatever in her Majesty's ships.

Renewing, &c., &c.,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Mr. Welles to Mr. Seward.

NAVY DEPARTMENT, *January 29, 1863.*

SIR: I had the honor recently to place in your hands a duplicate letter (intercepted by our blockading vessels) from C. G. Memminger, who is acting as secretary of the treasury for the insurgent organization that is making war upon the government, addressed to James Spence, esq., of Liverpool, who is acting as the financial agent of the rebels in England. This letter indicates a scheme by which the rebels propose that the British government should avail itself of a courtesy extended to English naval vessels to enter the blockaded ports, and permit the public ships of that country to be used as a means of assisting the insurgents and evading the blockade, by carrying specie in possession of the insurgent authorities and claimed to be owned by them abroad. Without some fraud of this kind the specie cannot be exported.

I have not supposed that the English government or English naval vessels would consent to be parties to this arrangement. It is my duty, however, to invite your attention to a paragraph which I find in the papers, stating that a British man-of-war has recently taken a million and half of dollars in specie from Mobile to Europe.

The circumstances are such, taken in connection with the letter of the insurgent secretary, that it seems to me proper that the attention of the British government should be called to the subject, and I herewith submit a copy of the letter of the so-called secretary to the rebel agent Spence, and also the paragraph which indicates that the proposed arrangement is being carried into effect by the naval vessels of Great Britain.

I am, respectfully, &c., .

GIDEON WELLES,
Secretary of the Navy.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Memminger to Mr. Spence.

CONFEDERATE STATES OF AMERICA,
Treasury Department, Richmond, October 21, 1862.

SIR: As you have been appointed financial agent for the Confederate States, and Messrs. Fraser, Trenholm & Co. are its depositaries under

our law, I desire that you would confer together on the matter submitted by this letter.

I have on hand gold and silver coin (chiefly the former) two and a half millions of which I desire to apply in payment of articles purchased in England by our agents for the use of the confederate government. We find it impossible to purchase a sufficient amount of exchange for these purposes, and the small amount to be had is at such high rates that it would be desirable to furnish a substitute.

I propose, therefore, to make payment for purchase by a transfer to the creditor of so much of this coin as may be requisite. I presume that when the coin thus becomes *bona fide* the property of a British subject, that the British government would, at his instance, permit any of its vessels to bring over the same for him. If this expectation be realized, the coin here would be as valuable as exchange, and in England would probably realize its mint value, less freight and insurance.

To enable you to carry out any arrangement you may deem advisable, Messrs. Fraser, Trenholm & Co. are authorized to make an absolute transfer of the coin, or to draw bills for the same on E. C. Elmore, esq., treasurer, payable here, and a copy of this letter is sent to each of you, that you may act in concert, and give us the benefit of your united counsel.

I am remitting, by opportunities as they occur, the bonds of the Confederate States, the proceeds of which, when sold, are intended to be applied to the contracts of which you have been advised.

Respectfully, your obedient servant,

C. G. MEMMINGER,
Secretary of Treasury.

JAMES SPENCE, Esq.,
Liverpool, Great Britain.

[From the Daily Morning Chronicle, Washington, January 29, 1863.]

The Bahama Herald of 17th states the British man-of-war Vesuvius recently took \$1,500,000 in specie from Mobile, for Europe.

Mr. Adams to Mr. Seward.

No. 338.]

LEGATION OF THE UNITED STATES,
London, February 27, 1863.

SIR: I now transmit a copy of a note addressed to me by Lord Russell, in answer to mine of the 19th instant, a copy of which was forwarded last week with my dispatch (No. 328) of the same date. I believe this is the first instance of a censure by the government here of any act done by its subordinates during the present struggle. In the mean time, however, the Gladiator is announced as just arrived at Liverpool with half a million of the money.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Lord Russell to Mr. Adams.

FOREIGN OFFICE, *February 25, 1863.*

SIR: You are quite right in having understood me to say that orders had been given through Lord Lyons intended to anticipate the possibility of any shipments of specie, such as you spoke of in your letter of the 19th instant.

Notwithstanding Lord Lyons's precautions, however, I received on the 14th instant an account of the shipment of money in her Majesty's ship *Vesuvius*, by Mr. Acting Consul Magee. The money was said to be sent for the purpose of furnishing payment of interest, due in London, on bonds of the State of Alabama.

I, however, thought it necessary at once, and on the same day, to dismiss Mr. Magee from her Majesty's service.

Orders have been given also to the admiralty to forbid any similar shipment from confederate ports.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Lord Lyons to Mr. Seward.

WASHINGTON, *March 1, 1863.*

SIR: Her Majesty's government has learned with great surprise and regret that a large sum of money was put on board one of her Majesty's ships off Mobile by Mr. Magee, the acting British consul, and, in compliance with a requisition made by him, conveyed in that ship to Havana, and put on shore there.

It appears that the money in question was placed in Mr. Magee's hands by agents of the State of Alabama, and was destined to pay interest due to British subjects, and payable in London, on bonds of that State. But this circumstance has not affected the view taken by her Majesty's government of the transaction. They consider the conduct of Mr. Magee to have been entirely at variance with the duties of an agent of a neutral power, and they have directed me to inform you that, on becoming acquainted with his proceedings, they have, without any delay, sent orders to me to dismiss him from their service.

Her Majesty's government have instructed me to say, further, that they greatly regret that any person in their employment should have been guilty of such conduct as that which has led to the immediate dismissal of Mr. Magee.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

LYONS.

Hon. WILLIAM H. SEWARD, &c., &c., &c.

Mr. Seward to Lord Lyons.

DEPARTMENT OF STATE,
Washington, March 2, 1863.

MY LORD: I have the honor to acknowledge the receipt of your lordship's note of the 1st instant, which informs me her Majesty's govern-

ment had learned with surprise and regret that the acting British consul at Mobile had put a large sum of money on board of a British ship of war at that port, on account of the State of Alabama, and that, in compliance with his requisition, the money had been conveyed to Havana.

Your note informs me that her Majesty's government have disapproved this proceeding of the said consul, and had, in consequence thereof, peremptorily dismissed him from the public service.

I am instructed to express to you the President's satisfaction with this prompt and just vindication by the British government of its authority and honor, and of its determination to compel respect by its agents for the laws and authority of the United States.

Trusting that you will communicate these sentiments to her Majesty's government, I avail myself of this opportunity to renew to your lordship the assurance of my high consideration.

WILLIAM H. SEWARD.

Right Hon. LORD LYONS, &c., &c., &c.

Lord Lyons to Mr. Seward.

WASHINGTON, *March 3, 1863.*

SIR: I have the honor to acknowledge the receipt of your note of yesterday's date, respecting the dismissal of Mr. Magee from the office of acting consul at Mobile, and to inform you that, in compliance with your request, I immediately forwarded a copy of it to her Majesty's government.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

LYONS.

Hon. WILLIAM H. SEWARD, &c., &c., &c.

Mr. Adams to Mr. Seward.

No. 343.]

LEGATION OF THE UNITED STATES,
London, March 6, 1863.

SIR: Deeming it no more than proper to acknowledge Lord Russell's note to me of the 28th ultimo, a copy of which was sent with my dispatch No. 338, of last week, I now submit a copy of my reply.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Lord Russell.

LEGATION OF THE UNITED STATES,
London, March 2, 1863.

MY LORD: I have the honor to acknowledge the reception of your lordship's note of the 28th ultimo. Deeply regretting the misconduct

of her Majesty's consul at Mobile, so much calculated to shake the security of my government in the good faith of persons to whom it is always desirous to extend every courtesy, I shall derive great satisfaction in reporting the prompt action taken by your lordship in dismissing the principal party to the offense.

I pray your lordship to accept the assurances of the highest consideration with which I have the honor to be, my lord, your most obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

MR. MALLORY'S REPORT.

Mr. Seward to Mr. Adams.

No. 789.]

DEPARTMENT OF STATE,
Washington, December 20, 1863.

SIR: I send herewith a copy, which has accidentally attracted my notice, of what purports to be an extract from an annual report of S. R. Mallory, who is pretending to act as secretary of the navy for the insurgents at Richmond. So soon as I can lay my hand upon a full copy of that paper I shall transmit it. In the mean time, it is proper to say that I have not the least doubt that the extract now sent is authentic.

It boldly avows the authority and activity of the insurgents at Richmond in the building of the rams in Great Britain and France on their account, and for their use in making war from British and French ports against the United States.

Secondly. It avows with equal boldness and directness the sending of twenty-seven so-called commissioned officers, and forty reliable petty officers from Richmond to the British North American provinces, to organize an expedition from thence to co-operate with so-called army officers, in making war against the United States on our northern border lakes. And it confesses that this expedition has only been defeated through the watchfulness of the British provincial authorities.

Thirdly. In connection with these two avowals, the same conspirator says that he has sent another courier with instructions, which will shortly be made apparent to the enemies of the insurgents nearer home, which may possibly mean instructions under which the actors in the piracy and murder lately committed on board the Chesapeake proceeded in that criminal enterprise from and returned to the British provinces of New Brunswick and Nova Scotia.

You will lose no time in laying this information before Earl Russell, and you will submit to him, as the opinion of this government, that the proof thus furnished is sufficient to remove all doubt that might yet be lingering over the objects, character, and designs of the builders of the steam-rams which her Majesty's government has recently detained in the British ports upon your representation.

Secondly. In the opinion of this government, a toleration in Great Britain, or in those provinces, of the practices avowed by the insurgents, after the knowledge of them now communicated to his lordship, would not be neutrality, but would be a permission to the enemies of the United States to make war against them from the British shores.

Thirdly. It is the opinion of this government that to tolerate in the

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WILLIAM H. SEWARD.

Right Hon. LORD LYONS, &c., &c., &c.

Lord Lyons to Mr. Seward.

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Mr. Adams to Mr. Seward.

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MR. MALLORY'S REPORT.

Mr. Seward to Mr. Adams.

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Thirdly. In connection with these two avowals, the same conspirator says that he has sent another courier with instructions, which will shortly be made apparent to the enemies of the insurgents nearer home, which may possibly mean instructions under which the actors in the piracy and murder lately committed on board the Chesapeake proceeded in that criminal enterprise from and returned to the British provinces of New Brunswick and Nova Scotia.

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Secondly. In the opinion of this government, a toleration in Great Britain, or in those provinces, of the practices avowed by the insurgents, after the knowledge of them now communicated to his lordship, would not be neutrality, but would be a permission to the enemies of the United States to make war against them from the British shores.

Thirdly. It is the opinion of this government that to tolerate in the

British realm or provinces, without some restraint, these avowed enemies of the United States, while carrying on the hostile practices now avowed, after the knowledge herein communicated, would not be an exercise of the unquestioned right of sheltering political exiles, but would be permitting them to use the British soil and British waters, and British vessels and armaments, to wage war against a country with whom Great Britain is at peace.

Fourthly. That in the opinion of this government it is the design of the confederates in these proceedings to involve Great Britain in a war with the United States, and, at least, that they have a direct tendency to produce that evil, which is mutually to be deprecated by both nations.

Fifthly. This government has borne itself towards that of Great Britain under these annoyances in the spirit and in the manner that have seemed best calculated to defeat the wicked design of the insurgents, without giving cause of offense or irritation to the British people.

Sixthly. That these new difficulties occur most unseasonably, at a time when the Congress of the United States are considering the question of legally terminating the so-called reciprocity convention, which regulates the commercial intercourse between this country and the British North American provinces—a question of deep interest to the whole British empire.

The President wishes that he was able to suggest to her Majesty's government any adequate remedy for the deplorable state of things to which I have referred, not inconsistent with the policy that Great Britain has adopted in regard to this insurrection. But, in the opinion of this government, that state of things has resulted, although unintentionally and unexpectedly on the part of her Majesty's government, from that very policy itself. The recognition of the insurgents, without navy, ports, courts, or coasts, as a belligerent naval power was deemed by them, and by ill-disposed British subjects conspiring with the insurgents, as an invitation to them to use British ports, navy, courts, and coasts, to make themselves the naval power they are acknowledged to be, and yet are not.

Indications of popular favor towards this design of the insurgents are not wanting in British communities. If we correctly understand occurrences of the hour, there are not only in the British provinces, but also in the British realm, and in its very Parliament, many persons who are engaged in advancing that design, or who at least are pursuing practices which they must well know necessarily tend to exhaust the patience of the United States, and to provoke our citizens, in self-defense, either to seek their avowed enemies within British jurisdiction, or to adopt some other form of retaliation. It must be manifest that this government can do nothing more to prevent that design than it has already done. If it is to be prevented, it would seem that something further than what has yet been done must now be done by her Majesty's government.

After making these frank explanations to Earl Russell in the spirit of perfect friendliness, and in the most respectful manner, you will for the present leave the whole subject for his just consideration.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

[For inclosure see dispatch No. 798 of 4th January, 1864, from Mr. Seward to Mr. Adams, which transmits the report in full, *post.*]

[From British Blue Book, "North America," No. 5, 1864, p. 26.]

No. 25.

Lord Lyons to Earl Russell.

WASHINGTON, December 24, 1863.

MY LORD: I have the honor to transmit to your lordship an extract from the Washington newspaper *Star* of the 19th instant, containing what purports to be parts of a report of the secretaries of the so-called confederate treasury and navy.

Your lordship will observe that the secretary of the navy states, that during the months of July and August, he sent twenty-seven commissioned officers and forty trustworthy petty officers to the British provinces, with orders to organize an expedition and co-operate with army officers in an attempt to release the prisoners on Johnson's Island.

The secretary also states that by the last courier he had sent instructions that would shortly be made apparent to the enemies of the confederates nearer home. This passage is supposed to refer to the plan for the seizure of United States vessels by confederates embarking as passengers, which was executed in the case of the Chesapeake.

The secretary gives, moreover, particulars respecting contracts for building iron-clad vessels for the confederate service, in England and France, and respecting the use to which those vessels were to be put.

I have sent the newspaper extract to the governor general of Canada.

I have, &c.

LYONS.

[For report in full see Mr. Seward's dispatch No. 798 to Mr. Adams.]

[From British Blue Book, "North America," No. 5, 1864, p. 28.]

No. 26.

Lord Lyons to Earl Russell.

WASHINGTON, December 31, 1863.

MY LORD: I have the honor to inclose an extract from the New York Times newspaper of yesterday, containing a complete copy of the report of the secretary of the so-called confederate navy.

The passages concerning the invasion of Canada, the construction of iron-clads in England and France, and the passage supposed to refer to the projects for seizing the Chesapeake and other vessels, were among those parts of the report which were transmitted to your lordship with my dispatch of the 24th instant.

I have, &c.,

LYONS.

[The report transmitted is published with Mr. Seward's dispatch No. 798, January 4, 1864, to Mr. Adams, *post.*]

Mr. Seward to Mr. Adams.

No. 798.]

DEPARTMENT OF STATE,
January 4, 1864.

SIR: With the instructions to you (No. 789) of the 20th ultimo, extracts from the report of Mr. Mallory, pretending to act as secretary of the navy for the insurgents, were transmitted, showing the proceedings in England and France for the purpose of constructing war vessels for the naval service of the insurgents. Herewith you will receive copy of the Morning Chronicle of this city, of the 2d instant, which contains that report in full. You may make such use of the document as you may deem advisable, towards undeceiving the British government as to the schemes and acts of the insurgents, with a view to creating and equipping a naval force within British jurisdiction, intended to wage war on the shipping of the United States.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Report of the secretary of the rebel navy.

SIR: I have the honor to submit herewith my third annual report of the condition of this department. The operations of this branch of the confederate service have been chiefly confined to preparations for ridding our waters of the enemy's vessels now blockading our seaports. We have also been engaged in building, arming, and equipping iron-clads and other steamers for service in our rivers and inland sounds. On the Mississippi many of those vessels have done valuable service to our cause, while others, not yet completed, were either captured by the enemy or burned by our officers to prevent them from falling into the hands of the United States forces. On the 1st of January some of our naval officers manned a steamer and two schooners, in which they sailed forth from the harbor of Galveston, and captured the United States gunboat Harriet Lane, safely withdrawing her out of the reach of the other United States vessels then blockading that port.

The Harriet Lane has since been put into complete order, and has on board a sufficient number of officers and men ready for an opportunity to distinguish themselves. Owing to the vigilance of the enemy, I have not deemed it advisable to give orders for this vessel to attempt any offensive operations. In accordance with my instructions, the confederate steamer Florida successfully ran the blockade from Mobile on the 13th of January, since which time she has been engaged in operations against the commerce of the enemy, capturing and destroying vessels and property amounting already to several millions of dollars. On the 17th of the same month the Alabama destroyed the United States gunboat Hatteras, in the Gulf of Mexico, for which daring exploit her commander deserves the thanks of congress. On the 31st of the same month three of our iron-clad steamers, officered and manned by some of the bravest men of our navy, succeeded in inflicting serious injury upon the blockading fleet of Charleston harbor. Two of the enemy's vessels were disabled, and although one of them surrendered, we were unable to secure the fruits of this victory, owing to the injury sustained by our own vessels by the collision that occurred.

Had the commander of this expedition been careful to strike the enemy amidships, his vessel would have remained uninjured, and our victory would have been complete. I had ordered a crew to be detached for service on the steamer Nashville, designing to use her for the purpose of harassing the enemy while erecting batteries at the mouth of the Ogeechee River; but unfortunately she was destroyed by the enemy before my plans were carried out. On the 16th of April the ram Queen of the West, which we had captured from the enemy, was recaptured, and her officers and crew, numbering one hundred and twenty persons, made prisoners. This occurrence was the result of carelessness on the part of the commander, who has since been cashiered and dismissed from the service. During the months of May and June our gunboats on the western waters actively co-operated with our land forces, and, although operating under many disadvantages, many gallant exploits were performed by their officers and crews.

Owing to the evacuation of Vicksburg and the surrender of Port Hudson, I deemed it advisable to give orders to withdraw all our vessels in that region to safe and secure harbors, and cease the construction of those contracted for, the machinery for which was being transported to the several depots. Some of this machinery is now stored at various points, and as it seems unlikely to be required for service at the West, and is unsuitable for us elsewhere, I suggest that it be sold, and the proceeds be applied to other purposes. On the seas some of our small privateers have inflicted considerable injury upon the enemy's commerce. The Tacony entered the harbor of Portland and captured the United States revenue cutter Caleb Cushing. Owing to ignorance of the harbor, our officers were unable to take the Cushing out to sea, and she was again recaptured on the 27th of June by vessels sent in pursuit. Her crew were made prisoners. During the months of July and August I sent twenty-seven commissioned officers and forty trustworthy petty officers to the British provinces, with orders to organize an expedition and to co-operate with army officers in an attempt to release the confederate prisoners confined on Johnson's island, in Lake Erie.

From time to time I learned that the arrangements made were such as to insure the most complete success. A large amount of money had been expended, and just as our gallant naval officers were about to set sail on this expedition, the English authorities gave information to the enemy, and thus prevented the execution of one of the best-planned enterprises of the present war. In accordance with the order of the president, early in the present year I dispatched several agents to England and France, with orders to contract for eight iron-clad vessels, suitable for ocean service, and calculated to resist the ordinary armament of the wooden vessels of the enemy. These ships were to be provided with rams, and designed expressly to break the blockade of such of the ports as were not blockaded by the iron-clad monitors of the enemy. Five of these vessels were contracted for in England, and three in France. Due precautions were taken against contravening laws of England in the construction and equipment of these vessels. Three have been completed, but owing to the unfriendly construction of her neutrality laws, the government of England stationed several war vessels at the mouth of the Mersey, and prevented their departure from England. Subsequently they were seized by the British government.

Another and larger vessel has since been completed; but it is doubtful if she will be allowed to leave the shores of England, although it is believed the precautions taken will exempt her from the fate of her

consorts. The vessels being constructed in France have been subjected to so many official visitations that I have forwarded instructions to cease operations upon them until the result of negotiations now pending shall permit our agent to resume work upon them. In this connection it is proper for me to state that *the great revulsion in popular sentiment, both in England and France, toward the confederate government*, has rendered our efforts to obtain supplies from those countries almost abortive. In view of all possible contingencies, I have instructed the agents of this department to wait a more favorable opportunity for carrying out the instructions previously forwarded. By the last I sent instructions that will shortly be made apparent to our enemies near home. I do not deem it advisable to communicate any portion of these plans to your honorable body at the present time, for reasons perfectly satisfactory to the president. Although the operations of our navy have not been extensive, I cannot overlook the services of Captain Semmes in the Alabama. During the year he has captured upwards of ninety vessels, seventy of which were destroyed, the others being either bonded or released. One of the greatest drawbacks this officer reports having experienced is the difficulty he now has to procure full supplies of coal. The provincial English authorities have hitherto afforded him every facility, but recently they have interpreted their neutrality laws so stringently that our war vessels and privateers are much embarrassed in obtaining suitable supplies. I have instructed Captain Semmes to purchase coal from neutral shipmasters wherever he found it, and give them every necessary document to protect them against the effect such sale may have upon their vessels when they return to their several countries. By this means I anticipate a sufficient supply of coal will be obtained to enable him to continue his operations during the coming year. The other operations of this department have been chiefly confined to making such preparations for naval operations as circumstances might permit. From time to time I have caused surveys to be made upon steamers running the blockade, with a view of purchasing such as could be made available as war vessels. Several have been bought and are now being transformed into ships of war.

For the armanent of these vessels it will be necessary that congress should make an additional appropriation. Appropriations will also be required to conduct our naval operations during the coming year. The estimated expenditures of the department for the fiscal year ending July 1, 1864, will amount to \$27,249,890, in addition to \$14,024,016 remaining to the credit of this department in the treasury. Since my last annual report the expenditures for the navy have been \$24,413,645. The business transacted during the year in this department has kept my very large clerical force so constantly engaged that from time to time I have ordered a number of naval officers to assist them in duties not properly devolving upon them. This course occasions so much dissatisfaction that I trust congress will make such addition to my official staff as shall enable me to permit all our naval officers to resume their respective positions. The great disproportion of officers in our service to the seamen enrolled is a matter requiring the legislation of congress. The number of commanders now in active service, either at sea or on shore, remains the same as previously reported.

Many of those occupying a lower grade in the service have volunteered in the army, owing to their desire to be actively employed against the enemy. I have not accepted the resignations of these gentlemen, but furnished them with temporary absences until I can recall them for the performance of other duties. I have considered it important to keep

the roll as complete as possible ; therefore, whenever I have been notified of the death of any naval officer, serving in the army, I have appointed his successor. The total number of commissioned officers at present attached to the confederate navy is three hundred and eighty-three. The petty officers number one hundred and ninety-one, while the roll of sailors gives a return of eight hundred and seventy-seven, not including those on board of vessels now at sea, accurate rolls not having been transmitted.

In conclusion, I must add my testimony to the gallantry and efficiency of our navy, who have nobly sustained our cause under many trying circumstances. The proud spirit of our officers chafes at the inaction they are compelled to endure; and I trust congress will make provision for increasing the efficiency of this department, and permitting it to undertake more offensive operations against the enemy. In conclusion, I would recommend the passage of an act authorizing the construction of at least six turreted iron-clads for harbor operations. The experience of the past year has demonstrated that such vessels are absolutely necessary if we expect to break through and destroy the blockade at present established by the enemy. Attached to this communication I have the honor to submit the various reports of different commanders and officers sent upon detached duty, together with the reports of naval agents and other officers, at home and abroad, who have been engaged on duty connected with this department.

All of which is respectfully submitted,

S. R. MALLORY,
Secretary of the Navy.

Hon. T. S. BOCK,COCK,
Speaker of the House of Representatives, C. S. A.

[NOTE.—This document was afterwards ascertained to be a forgery. See Mr. Seward's dispatch to Mr. Adams, No. 883, March 21, 1864, *post.*]

Mr. Adams to Mr. Seward.

[Extract.]

No. 567.]

LEGATION OF THE UNITED STATES,
London, January 8, 1864.

SIR: I have to acknowledge the reception of dispatches from the department, numbered from 786 to 790, inclusive, together with several printed copies of the list of diplomatic consular officers, on the 1st December, 1863. I shall seize an early moment to pursue the subjects indicated in these dispatches with Lord Russell. It is much to be regretted that I cannot find a complete copy of the report of Mr. Mallory, referred to in No. 789, in any of the newspapers. I think, however, there is no doubt of a growing conviction here of the necessity of some decisive action to check the outrageous plots of the rebels and their British sympathizers.

* * * * *

The struggle is degenerating into a mere effort on the weaker side to do mischief without regard to the means resorted to; considering the manner in which it commenced this is not surprising. The only thing I fear is, that much wrong may be done to non-combatants and innocent

parties, who suffer from a reluctance to presume such motives of action to be possible. It certainly cannot be imagined that stealing vessels and plundering private individuals of the profits of a legitimate commerce will have the smallest influence in putting a stop to the war. Shortsighted and vain as have proved thus far all the calculations of the rebel conspirators, they are scarcely yet reduced so low as to expect from a policy of fraud and robbery what they have failed to obtain by making professions of a more exalted purpose.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

HON. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Mr. Seward.

No. 574.]

LEGATION OF THE UNITED STATES,
London, January 14, 1864.

SIR: I have prepared a note to Lord Russell, based on the instructions contained in your dispatch, No. 789, and the copy of the whole report of Mr. Mallory, which has been received here as printed in the New York Times of the 30th December. But on a close examination of this paper so much of it seemed to justify a suspicion of its entire genuineness that I have concluded to defer sending it in at least until after the receipt of further intelligence from America. It is not unlikely that some further notice of the report, after it shall have reached you in its full extent, may accompany the copy you expressed an intention to transmit when obtained.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

HON. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Mr. Seward.

[Extract.]

No. 579.]

LEGATION OF THE UNITED STATES,
London, January 21, 1864.

SIR: Dispatches numbered 796 to 800, inclusive, have been received at this legation. Likewise copies of certain additional papers in the claim of Rufus Greene & Co. previously received with No. 792. Also a slip from a newspaper, in which are printed some of the letters intercepted in the steamer Ceres.

Finding by the transmission of two copies of the report of Mr. Mallory, as printed in the Washington Chronicle, that no doubt whatever seems to be entertained by you of the genuineness of that paper, I had no further hesitation in forwarding to Lord Russell the note already drawn up by me last week. I send a copy of it herewith. You will perceive that it closely follows the text of your dispatch No. 789. The chief variation is in the omission to allude to the reciprocity treaty.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

HON. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, January 19, 1864.

MY LORD: I have the honor to submit to your consideration a copy of what purports to be the annual report of Mr. S. R. Mallory, the person who is known to be officiating at Richmond as director of the naval operations of the insurgents in the United States. Although this paper has been received only in the form here presented, I entertain little doubt that, in substance, it may be relied upon as authentic.

If this be once assumed, I am sure I need not point out to your lordship the great importance of the admissions therein made of the systematic violation of the neutrality of her Majesty's kingdom, which it has for a length of time been my chief labor to make apparent. This report boldly assumes the responsibility for the action, both in Great Britain and France, in the construction and outfit of powerful war vessels in their ports for the use of the insurgents in carrying on war from those countries against the United States. In this particular there can be found little or nothing in the allegations made by me in the notes which I have heretofore had the honor to address to you on this subject, however strong their language, that is not fully sustained by this paper.

Furthermore, there appears to be an avowal with similar frankness of the expediting of twenty-seven so-called commissioned officers and forty trustworthy petty officers from Richmond to the British provinces, with orders to organize an expedition from thence, in co-operation with so-called army officers, to make war on the northern adjoining border of the United States. Of the fact that such an enterprise was actually undertaken your lordship is already well apprised. This paper does not hesitate to confess that, although so cunningly contrived to operate from a known neutral territory as a base, it has failed because the British provincial authorities gave information to the government of the United States in season to render it abortive.

Lastly. In connection with these two explicit avowals, the same authority announces that another courier has been dispatched with instructions which will shortly be made apparent to the enemy nearer home, which declaration, construed by later events, may be fairly understood to allude to the directions under which the persons employed to perpetrate the piracy and murder committed on board of the steamer Chesapeake proceeded in that enterprise, making the British provinces of New Brunswick and Nova Scotia the base of their criminal operations to and fro.

In laying this information before your lordship, I am directed to convey the opinion of my government that the proof thus furnished is sufficient to remove all doubt that may yet be lingering over the objects, character, and designs of the builders of the steam-rams, now under detention in the ports of this kingdom, upon the strength of former representations which I have had the honor to make to her Majesty's government.

Secondly. While readily acknowledging on the part of my government the friendly services of the British provincial authorities in the case referred to, I am instructed to solicit your lordship's attention to the fact that a toleration within this kingdom or any of its dependencies of the practices of the insurgents, since they have been so openly published to the world, and after the knowledge of them now communicated, would be not simply inconsistent with neutrality, but equivalent to a permis-

sion to the enemies of the United States to make war against them from the British shores.

Thirdly. I am further directed, respectfully, to represent that the toleration of these armed enemies of the United States, while known to be carrying on these hostile practices, now fully revealed within the British realm and its dependencies, without restraint of any kind, cannot be regarded as an exercise of the unquestioned right of sheltering political exiles, but rather as equivalent to permitting them to abuse that right for the purpose of more effectually availing themselves of British aid and co-operation, now notoriously given them, in waging war with a country with which Great Britain is at peace.

Fourthly. It is the deliberate conviction of my government that there has been and continues to be in all these proceedings a fixed purpose to plunge Great Britain into a war with the United States, in order to extricate the conspirators from the perilous embarrassments in which they have involved themselves. The tendency to produce that evil is so obvious that it would seem to call for the strongest and most persevering efforts of both countries to prevent it.

Fifthly. It has been the desire of my government, under the constant pressure of these annoyances which have so materially contributed to procrastinate the painful struggle, to bear itself in the spirit and in the manner best calculated to defeat this wicked design, without giving cause of offense or irritation to her Majesty's government or to the British people.

The President sincerely wishes that he could suggest any adequate remedy for the deplorable state of things thus presented that is not inconsistent with the policy which Great Britain has pursued in regard to this insurrection. It must ever be his opinion that it has directly resulted, although unexpectedly and unintentionally on the part of her Majesty's government, from the earliest step taken in that policy. The speedy recognition of the insurgents at a moment when they were without navy, ports, courts, or coasts as a belligerent power on the ocean, was unquestionably construed by them, and by ill-disposed British subjects conspiring with them, as an invitation to use British ports, ships, men, money, and coasts, so as to make themselves the naval power which they never could by any possibility become from their own unaided resources.

Indications of active co-operation in the designs of the insurgents have been all along but too painfully apparent in British communities. The evidences of it have already constituted a large part of the correspondence which I have had the honor to conduct with your lordship since the day of my arrival. And much more, that I have been unable to put into official form, has not escaped my observation. None of these movements, however, are likely to assume so dangerous a character as those which are perceived to originate, or to be encouraged, in territories coterminous with those of the United States, where the opportunities abound for aggressive and injurious acts, and the temptation as well as the power to retaliate is correspondingly strong. It must be manifest that this danger is one which my government can do no more to avert than it has already done. If it is to be prevented at all, it would seem that a resort to some measures of greater stringency than have yet been taken is necessary on the part of her Majesty's government.

In making in the most respectful manner these frank explanations of the difficulties under which the respective countries at present labor, I pray your lordship to believe that my government is desirous to act in a spirit of perfect friendliness, and with an earnest desire to confirm the

most cordial relations between them. Having acquitted myself of the duty with which I have been charged, I propose for the present most respectfully to leave the whole subject for your lordship's just consideration.

I pray your lordship to accept the assurances of the highest consideration with which I have the honor to be, my lord, your most obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Mr. Adams to Mr. Seward.

[Extracts.]

No. 586.]

LEGATION OF THE UNITED STATES,
London, January 28, 1864.

SIR: Though not important in themselves, yet as making a part of the record, I have the honor to transmit:

2. A copy of his lordship's note of the 21st instant, acknowledging the reception of mine of the 19th, which went out with my No. 579 of the 21st instant.

I have the honor to be, sir, your obedient servant,
CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *January 21, 1864.*

SIR: I have the honor to acknowledge the receipt of your letter of the 19th instant, calling my attention to certain statements made by the secretary of the so-called confederate navy, in a report addressed to the house of representatives, and I have to state to you that her Majesty's government will not fail to give to your representation their fullest attention.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Seward to Mr. Adams.

No. 824.]

DEPARTMENT OF STATE,
Washington, February 1, 1864.

SIR: Your dispatch of the 14th of January (No. 574) has been received. Nothing has occurred here to raise a doubt as to the authenticity of the report of S. B. Mallory, to which it relates. It has internal evidences of

genuineness, although it is wonderful that such a paper should have been promulgated.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Mr. Seward.

No. 596.]

LEGATION OF THE UNITED STATES,
London, February 12, 1864.

SIR: I have the honor to transmit a copy of a note addressed to me by Lord Russell, on the 8th instant, in reply to mine of the 19th of last month, on the report of Mr. Mallory, a copy of which was sent with my No. 580 of the 21st of the same month. It would seem, from his lordship's language, that measures have been taken to signify to the confederates the sense of this government of the character of their operations. I do not, however, learn the precise nature of its action; neither can I find out that it has produced any alteration of their policy.

It is proper for me to mention the fact, that the genuineness of Mr. Mallory's report has been denied here by Lieutenant Maury.

The Florida is announced to have departed at last from Brest. I do not learn that the Rappahannock moves at all. There are rumors, I know not how well founded, that two mysterious vessels of war, which show no colors, are seen continually off the port.

The mission of the Kangaroo is likewise a matter of much speculation. She is controlled by the chief rebels in France, as you will probably learn more specifically from another source.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,

Secretary of State.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *February 8, 1864.*

SIR: Her Majesty's government have had under their consideration the representations contained in your letter of the 19th ultimo, with regard to the alleged use of British territory for belligerent purposes by the government of the so-styled Confederate States, as shown in the report of the confederate secretary of the navy, Mr. Mallory, of which you inclosed a copy; and I have now to state to you that this document appears to her Majesty's government to contain the strongest proof, if any were wanted, that they have endeavored, in good faith, to observe strictly and impartially, under circumstances of no small difficulty, the obligations of neutrality which they have undertaken; and that the practical effect of their doing so has been advantageous, in no slight degree, to the more powerful of the two belligerents, namely, the United States.

What is termed in Mr. Mallory's report "the unfriendly construction of her Majesty's laws" is therein made matter of grave complaint against England by the government of the so-styled Confederate States, while to the same cause is ascribed the fact that those States have been pre-

vented from obtaining the services of the greater part of a formidable war fleet, which they had desired to create.

Her Majesty's government are fully sensible of the nature and importance of the admissions made in Mr. Mallory's report of the endeavors of the government of the so-styled Confederate States, by their agents in this country and in Canada, to violate, in various ways, her Majesty's neutrality.

Her Majesty's government have already taken steps to make that government aware that such proceedings cannot be tolerated, and her Majesty's government will not fail to give to these admissions, to which you have invited their attention, the consideration which they undoubtedly deserve.

There is, however, one passage in your letter which it is impossible for her Majesty's government to pass over without special notice. This passage is as follows: "I am further directed, respectfully, to represent that the toleration of these avowed enemies of the United States, while known to be carrying on these hostile practices, now fully revealed, within the British realm and its dependencies, without restraint of any kind, cannot be regarded as an exercise of the unquestioned right of sheltering political exiles, but rather as equivalent to permitting them to abuse that right, for the purpose of more effectually availing themselves of British aid and co-operation, now notoriously given them, in waging war with a country with which Great Britain is at peace."

In reply to this allegation, her Majesty's government think it right to state, that her Majesty's dominions must necessarily continue to be open to the subjects of both belligerents, as long as her Majesty is at peace with both of them; but that her Majesty's government will, at the same time, continue to put in force, as they have hitherto done, to the full extent of the means in their power, the laws of this country against those subjects of either of the belligerents who may be found, by transgressing those laws, to have abused the rights of hospitality, and to have offended against the authority of the Crown.

With regard to its being made a matter of complaint by the government of the United States, that her Majesty thought fit, upon the original commencement of hostilities, to recognize the *status* of belligerents in both the parties to this unhappy contest, her Majesty's government can only repeat the observation which they have had occasion to make on former occasions, in reply to similar representations received from you, that any other course would have justly exposed this country to a charge of violating the clearest principles and soundest precedents of international law.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Seward to Mr. Adams.

No. 861.]

DEPARTMENT OF STATE,
Washington, March 3, 1864.

SIR: I have to acknowledge the receipt of your dispatch of the 12th of February, (No. 596,) together with a copy of a note which, on the 8th of that month, Earl Russell addressed to you on the subject of naval preparations and movements in the interest of American insurgents in the ports of Great Britain.

I have already informed you that Mr. Maury's denial of the authen-

ticity of the report signed by Mr. Mallory is not here deemed sufficient to discredit that publication.

Earl Russell's remarks upon the questions he discusses are conceived in a friendly spirit, and we infer from them a purpose to maintain the neutrality laws of Great Britain. Recent proceedings of provincial authorities in Canada, Nova Scotia, and the Cape of Good Hope have manifested the same just determination.

I have considered with profound regret his lordship's remarks upon the necessity which, as he supposes, rests upon her Majesty's government to regard our insurgents as a belligerent; but I must be allowed to say, that had a different course been pursued, many inconveniences now felt would have been prevented, and that only the persistence of her Majesty's government in that course hinders and delays the restoration of our relations to a state of mutual friendship, which would be honorable and useful to both countries, and would gratify the friends of peace and humanity throughout the world.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Seward to Mr. Adams.

[Extract.]

No. 883.]

DEPARTMENT OF STATE,
Washington, March 21, 1864.

SIR: Having noticed that the authenticity of the report of the insurgent secretary of the navy, a copy of which accompanied the instruction to you, No. 798, of the 4th of January last, has been questioned, diligent inquiries have been made upon the subject. I am sorry to say that they have resulted in ascertaining that the supposed report was written by Mr. Beach, the editor of the New York Sun, and was first published in the number of that paper of the ———.

This was just at the time when journals of that date from Richmond had reached the North, and the genuineness of the report was implicitly believed. My own convictions were of that character, and were strengthened by the fact that public documents from the same quarter had always reached us in the same way. It seems that the author of the surreptitious report was chiefly actuated by a desire to create the impression that he had means of communication with the insurgent capital superior to those of his professional brethren, and superior enterprise in availing himself of them.

* * * * *

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Mr. Seward.

[Extract.]

No. 640.]

LEGATION OF THE UNITED STATES,
London, April 7, 1864.

SIR: * * * * *

In regard to the notice sent to me in your No. 883, of the 22d March,

of the spurious character of the paper called Mr. Mallory's report, I lost no time in giving the information to Lord Russell. I had had some conversation with him on the subject on Saturday last, and was aware that the Crown lawyers were anxious to be assured upon the subject. I therefore addressed a note to his lordship, which appears to have come just in time to clear him from an embarrassment prepared for him in the House of Lords by Lord Clanricarde. I send a copy of my note, as well as a report of the debate in the London Times.

Notwithstanding the avowal of Mr. Beach, I am still strongly inclined to suspect that the substance of that paper was actually taken from one of Mr. Mallory's reports. The fact that none of the rebel agents here appear to have received an authority to contradict it, and that Lord Clanricarde, who is evidently speaking on information supplied by them, resorts to mere inferential argument against its genuine character, goes far to confirm that idea. There has been opportunity to hear from Richmond on the subject, as I have occasion to know, in connection with other matters. From extracts taken from the report of the committee of investigation into the affairs of Mr. Mallory's department, as I find them printed from the Richmond papers, it appears that none of his reports have ever been printed by authority. Hence, I am led to infer that if some of the statements in Mr. Beach's paper, which carry internal evidence of an authentic source, were really obtained from Richmond, they must have been obtained surreptitiously, and in a manner to hazard the safety of the persons concerned in case of exposure.

* * * * *

I have the honor to be, sir, your obedient servant,
CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

—

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, April 4, 1864.

MY LORD: In connection with the subject of the report of Mr. Mallory, the insurgent secretary of the navy, about which I had some conversation with your lordship on Saturday, I have the honor to apprise you that I have just received a dispatch from Mr. Seward, informing me that, after most diligent inquiries, it has been ascertained that the supposed report is admitted by the editor of the New York Sun to have been prepared by himself for the columns of that newspaper, in which it first appeared.

The reason assigned for this extraordinary proceeding is the desire of creating the impression that he had means of communicating with the insurgent capital superior to those of his professional brethren. The fact is, that the same newspaper already had earned that reputation, so that there seems to have been scarcely an adequate cause for resorting to so discreditable a step. I therefore still incline to believe in the correctness of the conjecture made by me to your lordship, that the information contained in the paper had been surreptitiously obtained from sources which the editor, being now forced to act, is unwilling to expose. This, however, can make no difference in regard to the manner in which

that paper must now be viewed. I hasten to give this information to your lordship, in order that no further reliance may be placed upon it.

I pray your lordship to accept the assurances of the highest consideration with which I have the honor to be, my lord, your most obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

CASE OF THE AMPHION.

Mr. Adams to Mr. Seward.

[Extract.]

No. 628.]

LEGATION OF THE UNITED STATES,
London, March 23, 1864.

SIR: A representation made by Mr. Morse in regard to a supposed outfit of a war vessel recently sold by the government has led to an exchange of notes with the Foreign Office, copies of which are herewith transmitted.

* * * * *

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Lord Russell.

LEGATION OF THE UNITED STATES,
London, March 18, 1864.

MY LORD: I have the honor to submit to your consideration the copy of a letter addressed to me by Mr. Morse, the consul of the United States at this port, relative to another war vessel, lately belonging to her Majesty's government, which is fitting out under suspicious circumstances.

I pray your lordship to accept the assurances of the highest consideration with which I have the honor to be, my lord, your most obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Mr. Morse to Mr. Adams.

UNITED STATES CONSULATE,
London, March 17, 1864.

SIR: Some time since the screw steamer Amphion, a fifty-gun ship of war, was sold out of her Majesty's service, as was supposed, for *breaking up*. She has recently had some partial repairs made on her, and tem-

porary or jury masts put in, as though preparing for a short voyage. She has had steam up once or twice this week, as if preparing to move out of dock. Her fittings as a ship of war are still complete; and I am informed that the real owners, or their agents here, intend to move her to some more quiet locality, where a thorough refitting will attract less attention.

She is not registered, nor has there been any notice given at either custom-house or registry office of an intention to register.

She is now in the Victoria dock, London, and may leave at any time when the tide serves for leaving the docks. Permit me to suggest the propriety of asking the attention of the government here to this ship, that there may not be another escape, and a repetition of the Rappahannock case, which I have reason to fear is the intention of those controlling her.

I am, sir, very respectfully, your obedient servant,

F. H. MORSE, *Consul.*

Hon. C. F. ADAMS,
United States Minister.

Lord Russell to Mr. Adams.

FOREIGN OFFICE, *March 18, 1864.*

SIR: I have the honor to acknowledge the receipt of your letter of this date, calling the attention of her Majesty's government to the circumstances under which the Amphion, a vessel lately sold out of her Majesty's navy, is being fitted out for sea, and I have the honor to inform you that I have lost no time in forwarding a copy of your note to the secretary of state for the home department.

The attention of her Majesty's government was directed to this vessel in January last, but it turned out, upon inquiry, that she was lying in the Victoria docks completely dismantled and dismasted, with no signs of any fitting out for sea having commenced; and the impression among the dock officials was that it was intended to employ her as an emigrant vessel.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Mr. Seward.

No. 635.]

LEGATION OF THE UNITED STATES,
London, April 1, 1864.

SIR: In connection with my dispatch No. 628, of 23d of March, I now transmit a copy of Lord Russell's note of the 26th, in reply to my representation about the Amphion.

This vessel was about to leave the docks yesterday, on what is called a trial trip. She remains in all respects what she was when sold, a war ship, and suitable for little else. To fit her for sea, however, will yet take some time. The impression is general among the people in the neighborhood, who watch her movements, that she is preparing for the use of

the rebels, but I have not yet been able to secure any evidence of a character that will weigh with this government.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Lord Russell to Mr. Adams.

FOREIGN OFFICE, *March 26, 1864.*

SIR: With reference to my letter of the 18th instant, I have the honor to state to you that it appears, from further inquiries which her Majesty's government have instituted with regard to the *Amphion*, that that vessel is being actively fitted out for sea; but her Majesty's government are advised that, whatever may be the nature of the "fitting out" now going on, there is nothing to show that it is in violation of the foreign enlistment act, and that under these circumstances no case appears to be made out for their interference with regard to this vessel.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Seward to Mr. Adams.

No. 904.]

DEPARTMENT OF STATE,
Washington, April 7, 1864.

SIR: Your dispatch of the 23d of March, No. 628, has been received, and your proceedings therein related in regard to the supposed outfit of the screw steamer *Amphion* are approved. The frank explanations which Earl Russell so properly made upon that subject are appreciated by this government.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Mr. Seward.

[Extract.]

No. 645.]

LEGATION OF THE UNITED STATES,
London, April 8, 1864.

SIR: The *Amphion* has left this port. On the 2d instant Lord Russell wrote me a note in answer to my representation, a copy of which is transmitted. You have a copy of the latter already with my dispatch No. 628, of the 23d March. Mr. Morse writes me, since these events, that he is not quite sure that the vessel may not be for Denmark.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

*Earl Russell to Mr. Adams.*FOREIGN OFFICE, *April 2, 1864.*

SIR: Referring to my letter of the 26th ultimo, I have the honor to state to you that her Majesty's government have had before them further reports addressed to the home department respecting the preparations making for sending the *Amphion* to sea, and the service on which it is intended to employ her; and that her Majesty's government are again advised that there is no evidence tending to show any actual or contemplated violation of the foreign enlistment act in this case.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Seward to Mr. Adams.

No. 918.]

DEPARTMENT OF STATE,
Washington, April 23, 1864.

SIR: Your dispatch of April 8, No. 645, has been received, together with papers annexed. Of these papers a portion relate to the case of the *Amphion*, and another portion to enlistments for the insurgents in Great Britain. Your proceedings in these matters are approved. It is sincerely to be hoped that the apprehensions we have indulged in regard to the *Amphion* will prove groundless, as Earl Russell authorizes us to suppose. I regret that the prospect of enforcing the law against such illegal enlistments as are mentioned seems so very unsatisfactory.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

CASE OF THE HAWK.

Mr. Adams to Mr. Seward.

No. 666.]

LEGATION OF THE UNITED STATES,
London, April 22, 1864.

SIR: I have the honor to transmit copies of a note addressed by me to Lord Russell, of the 16th instant, on the subject of the outfit of the steamer *Hawk*, and his acknowledgment of it, dated the 18th. Mr. Dudley's letter, on which the representation is based, was sent to you last week, as it came to me so addressed, probably by mistake.

The *Hawk* is represented to have left the Clyde, her destination alleged to be London; but, thus far, her arrival here has not been announced.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

HON. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, April 16, 1864.

MY LORD: I have the honor to submit to your consideration the copy of a letter addressed to me by Mr. Dudley, consul of the United States at Liverpool, touching a steam vessel in process of construction and outfit at Renfrew, on the Clyde. My information of the nature of the work put into this vessel convinced me, some time since, that she was not intended for ordinary trade. Later circumstances, more and more distinctly, point out her destination and object to be to carry on hostilities against the commerce of the United States. The difficulty of obtaining direct evidence in cases of this kind has of late increased in proportion to the apprehension felt by the parties engaged of the consequences of detection. I shall, therefore, confine myself to a representation of the case as it has been laid before me in this letter, and to solicit attention to it on the part of her Majesty's government.

I pray your lordship to accept the assurances of the highest consideration with which I have the honor to be, my lord, your most obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Mr. Dudley to Mr. Seward.

UNITED STATES CONSULATE,
Liverpool, April 13, 1864.

SIR: I have information, that I regard as entirely reliable, that a steam vessel built by Hendersons' at Renfrew on the Clyde, and now at their yard, called the Hawk, is being secretly fitted out as a privateer for the insurgents, to make war against the government of the United States. My information is that she is being fitted out under the superintendence of Captain James D. Bullock, the well known agent in this country of the so-called southern confederacy. About three weeks ago this man Bullock went up to Glasgow and inspected this vessel; since then they have put down another deck over the one she had when launched, strengthened her timbers, put up hammocks to accommodate a crew of over one hundred men, and erected cabins for some twelve officers; that the coal bunkers are so arranged around the boilers as to protect them from shot or shell; in a word, that she is being fitted up for war and not commercial purposes, and is to be armed and used by the insurgents against the government of the United States.

She has her engines in, sails set, and will be ready for sea in a week or ten days. I have no evidence, and it may be impossible to obtain any, as they are conducting all their operations with great caution and secrecy. But of the truth of the facts as stated I have no doubt.

I am, sir, very respectfully, your obedient servant,

THOMAS H. DUDLEY.

HON. WILLIAM H. SEWARD,
Secretary of State.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *April 18, 1864.*

SIR: I have the honor to acknowledge the receipt of your letter of the 16th instant, inclosing a copy of a letter from the United States consul at Liverpool, respecting a vessel called the Hawk, in process of construction and outfit, at Renfrew, on the Clyde, and I have the honor to inform you that the attention of her Majesty's government had been already directed to this vessel.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Mr. Seward.

No. 729.]

LEGATION OF THE UNITED STATES,
London, June 23, 1864.

SIR: In connection with your dispatch No. 966, of the 28th of May, I now have the honor to transmit copies of my note to Lord Russell of the 18th instant, covering a representation made to me by Mr. Morse, the consul at this port, of the case of the steamer Hawk, and of his lordship's reply dated the 20th.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

HON. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, June 18, 1864.

MY LORD: I have the honor to submit to your consideration the copy of a letter addressed to me by Mr. Morse, the consul of the United States for this port, relating to the case of the steamer Hawk.

The observations made by Mr. Morse appear to me to apply with equal force to the Alexandra, which Mr. Dudley, the consul at Liverpool, informs me to be in preparation for similar purposes.

I am instructed by my government to represent to your lordship that the fact that the parties engaged in these enterprises succeed in disguising their operations to escape detection so far as is necessary to evade the laws of this kingdom designed to prevent them does not appear in any way to diminish the very grave nature of the injury committed against an innocent, friendly nation.

The practical consequence, if not guarded against, is not unlikely to become the establishment of a system of warfare on the ocean, carried on from every maritime country, without regard to international obligations and without responsibility. I need scarcely point out to your lordship that under such practices those nations which have the most extended commerce are subject to the severest injuries. I am directed to say that the United States are not less earnest on this subject now than when

they last year remonstrated against the outfit of the vessels, some of which have since been diverted from their original destination.

I pray your lordship to accept the assurances of the highest consideration with which I have the honor to be, my lord, your most obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Mr. Morse to Mr. Adams.

UNITED STATES CONSULATE,
London, June 15, 1864.

SIR: During an interview with you quite early last spring I called your attention to the steamer *Hawk*, then just launched at Renfrew, on the Clyde. About the same time I also communicated to our consuls at Glasgow and Liverpool all the information that had reached me in regard to her. But as she recently came into this port, and will soon, in some capacity, go into active service, for the so-called Confederate States, I think it proper that I should again ask your attention to her, and lay before you such reliable facts as have come to my knowledge concerning her, notwithstanding your recent correspondence with the British government in regard to her. Owing to the extreme prudence and reticence of those who direct and execute rebel operations in this country, and the skill in evading the laws which three years' experience has taught them, I have found it quite impossible to procure such legal evidence as is here required for her detention and condemnation. But all the facts I propose to state I am confident are substantially correct and reliable.

The *Hawk* is a new and strongly built iron screw steamer, of about eight hundred tons burden, and was built by Messrs. Henderson, Coleman & Co., at Renfrew, on the Clyde. She was examined while on the stocks by Captain Bullock, of the so-called confederate navy, and then purchased by Thomas Sterling Begbie, of London, as I have not the slightest doubt, either for the so-called Confederate States, or for certain citizens thereof. When purchased her deck was laid and her accommodations arranged for the usual number of officers and men carried by steamers of her class in merchant service. Immediately after she was purchased by Mr. Begbie her arrangements for the accommodation of officers and men were entirely changed and made to conform to those of a regular man-of-war. This enlarged accommodation for commissioned and warrant officers, seamen, and others takes up so much space in the vessel as to largely diminish her capacity for cargo. After she was launched side passages were made under deck on each side connecting the forward with the after part of the ship. These passages were formed by running an iron floor from the lower forward deck through the coal-bunkers and engine-room to the after deck.

The entire floor of these passages is supported by strong iron braces, and there are iron bulkheads run from its inner edge up to the deck, thus making a closed-in passage way on each side of the ship, about four feet wide, and say about seven feet high, running fore and aft, through coal-bunkers, engine and fire rooms. If the *Hawk* was intended for a mere trading vessel, for what is such an arrangement intended? It is hardly to be supposed that so much space would be given on *each side* of the ship merely to form a new mode of communication between the fore and after part of the vessel. Is it not more reasonable to suppose that these side passages or spaces are to be used as depositories of coal, cotton, and other substances for the protection of engines and

boilers against cannon shot; and if so, is it not clearly *equipment for war purposes?*

Her decks were first laid of three and one-half inches deck plank, the usual thickness for vessels of the size of the Hawk, and abundantly thick for any vessel of her class, if intended for any branch of mercantile trade. After she was sold another three and one-half inches covering was laid over the first deck, making her deck when completed seven inches thick. As this second covering of deck plank was entirely useless for any mercantile purpose, was it not put on to stiffen the upper part of the ship and deaden the shock she might receive from the recoil of guns when discharged from her deck? These alterations and her equipment and fittings were done by the direction of Captain Bullock, of the so-called confederate navy. This Captain Bullock visited her several times while in the process of completion, and once, in company with Mr. Henderson, the builder, Smith, acting purser, and Captain Holmes, the acting agent of Begbie in fitting and equipping vessels for sea, made a thorough examination of her and directed various alterations to be made, which were made by the builders, Messrs. Henderson & Co. Bullock was undoubtedly the chief superintendent and director in the purchase and fitting out of the Hawk, Holmes and Smith both looking to him for instructions, and yet she stands registered in Mr. Begbie's name, he being put forward as the pretended owner to give her protection until she can be placed safely in confederate hands. The Hawk left Renfrew for London April 16, 1864. She touched at Greenock and took in a few men, and then came on towards London. After a passage of three days, during which she made about ten and a half knots per hour, she arrived near the mouth of the Thames, where she remained in some obscure place about three weeks.

Why she was detained there so long, whether to complete her equipment and fittings or merely detained for orders, I am at present unable to inform you.

She next came up to Gray's Thurrock, a short distance this side of Gravesend, and from thence into Victoria docks, London, where she remained at anchor, unconnected with the shore except by row-boats, until June 13, when she was taken out in great haste, and brought to an anchor off Woolwich. While she lay in the Thames and London docks, no person was allowed to go on board without permission from her first officer, who is a Lieutenant Knox, of the so-called confederate navy. The only boatman in attendance to take off persons who wished to go on board appears to have been carefully instructed in his duty, and to have performed it satisfactorily to his employers. He first asked the name of the visitor, where he belonged, the nature of his business with the steamer, why he wished to go on board, &c., &c. He would then go off to the vessel and report the case to Lieutenant Knox and receive his instructions whether to take the person on board or not. This Lieutenant Knox was, I understand, first officer in the rebel steamer *Eugenie* when she was driven on shore, and captain of the *Robert E. Lee* when she was captured. Both of these steamers belonged to the insurgents or their government. Lieutenant Knox made application for an examination, and I think was examined for a captaincy in the British mercantile service, so that he might act as master in taking out from English ports confederate steamers. But failing, if he appeared for examination, to obtain a commission as captain in the British merchant service, he has gone first officer on the Hawk, with the understanding, it is said, that he shall command her when she leaves Bermuda.

She took on board in this port some bar iron and a quantity of deal

cases, the contents of which we were unable to learn. When she came into dock here she had two or three British custom-house officers on board. She had probably been under the observation of such officers since leaving the Clyde.

This scrutiny over her movements was no doubt one of the consequences of your correspondence with the British government in regard to her. It is not to be presumed that while here, under the observation of government officers, they would suffer anything to be done which is here considered in violation of the foreign enlistment act or the Queen's proclamation. Although many circumstances connected with her show that she is to be a confederate belligerent ship, yet while in this port and passing through the formalities necessary to be observed on going to sea, those who controlled her were careful to keep within the letter of the law, though it is not probable that they succeeded in disguising her true character. She has an English register, in which Thomas Sterling Begbie, a London merchant, is named as sole owner. Her crew was shipped at the Sailor's Home in this city, a government shipping office. They shipped for the run out; received one month's advanced wages, with a promise of two months' wages in addition on arriving out. She cleared under the protection of English papers and the English flag, and is bound, it is given out, for Bermuda, an English island.

From the fact that she was purchased, equipped, and fitted under the directions of Captain Bullock; that after the purchase she was changed so as to accommodate wardroom officers aft and warrant officers and over one hundred men forward of the engines; that she was greatly stiffened in the upper deck to enable her to bear the recoil of guns when discharged; that arrangements have been made for protecting her engines and boiler against shot; that the greatest secrecy and caution were observed in regard to her while in this port; and that a lieutenant in the rebel navy is acting as her first officer, and from many other facts and circumstances known to me, I am satisfied that she belongs to the so-called confederate government, and that said government intends to use her for purposes of war, or for committing depredations against the commerce of the United States. There is a possibility that she may go to some continental port to receive her armament and men, or take them in, at sea. But should she go to Bermuda, in conformity with her clearance from this port, permit me to suggest the propriety of requesting the British government to give her some attention on her arrival out.

I remain, sir, your obedient servant,

F. H. MORSE, *Consul.*

Hon. CHARLES F. ADAMS,
United States Minister.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *June 20, 1864.*

SIR: I have the honor to acknowledge the receipt of your letter of the 18th instant, and its inclosure, respecting the Hawk, and I have the honor to state to you that her Majesty's government will cause further inquiries to be made with respect to that vessel.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Mr. Seward.

No. 738.]

LEGATION OF THE UNITED STATES,
London, July 7, 1864.

SIR: In answer to the representation made by me to Lord Russell, concerning the fitting out of the steamer Hawk, as reported in my dispatch No. 729, of the 23d of June, I have now the honor to transmit a copy of his lordship's note of the 4th instant.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *July 4, 1864.*

SIR: With reference to my note of the 20th ultimo, I have the honor to inform you that it appears from further inquiries which have been made by the board of customs with respect to the Hawk, that vessel left the Victoria docks on the 13th ultimo, and is stated to have passed Gravesend on the following day, cleared for Bermuda.

The commissioners of customs report that the cargo of the Hawk consisted of iron, iron bar, bar steel, and divers articles of merchandise; that some of the packages were examined by their officers, but that nothing of a suspicious nature was found therein.

The commissioners add that they are informed that their officers had no difficulty in going over every part of the ship, and that in so doing they saw nothing whatever to arouse any suspicion of the vessel; that she appeared to be a very fast merchant ship, and that the general opinion seems to have been that she was not fitted for war purposes, her iron plates being so thin and light.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Mr. Seward.

[Extract.]

No. 879.]

LEGATION OF THE UNITED STATES,
London, February 16, 1865.

SIR: I have the honor to transmit copies of correspondence held with Lord Russell on the subject of outfits of vessels for account of the rebels.

* * * * *

I have the honor to be, sir, your obedient servant.

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Lord Russell.

UNITED STATES LEGATION,
London, January 14, 1865.

MY LORD: I have the honor to submit to your consideration the copy of a letter received from the consul of the United States at this place, furnishing information of certain proceedings, believed to be conducted in violation of the neutrality of this kingdom.

I pray your lordship to accept the assurances of the highest consideration with which I have the honor to be, my lord, your lordship's most obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Mr. Morse to Mr. Adams.

UNITED STATES CONSULATE,
London, January 10, 1865.

SIR: On the 15th day of June, 1864, I addressed to you a letter containing a detailed statement of the purchase and equipment of the British screw-steamer Hawk, as I believed, for a rebel privateer. For all particulars in reference to the fitting, equipment, &c., of this vessel, permit me to refer you to that letter, all the statements of which I still believe to be entirely correct. I may add that one of the builders, I have learned, stated while in London, near the time the Hawk left, that he had been obliged to give a guarantee that she should not go into the possession of the confederates, to be used as a belligerent ship. I have no means of verifying this statement, or if true, how long a time the guarantee was to extend over. The Hawk left for Bermuda on the 13th June last, with Lieutenant Knox of the rebel navy, as chief officer, and a Mr. Archer of said navy as the real engineer-in-chief, though a Mr. C. Hoskin, of 12 York street, East Stepney, was nominally so. The Hawk staid at Bermuda between five and six months, entirely idle, and some three weeks ago returned to Liverpool, and about a week ago to the port of London. Mr. Archer, a chief engineer in the rebel service, who went out in her in June last to Bermuda, *remained on board* or attached to her all the time she lay doing nothing in port, which was nearly six months, and *returned in her to Liverpool*.

This vessel was undoubtedly fitted and intended for a privateer, but what kept her so long lying idle at Bermuda I know not, unless it be true that her builders or owners were under bonds not to let her pass into belligerent hands. I have been informed, on authority which in such matters has rarely erred, that she will yet go out as a privateer, and that *very soon, too*. It is now said she will be sold, and got out in some way *at once*, but she stands to-day registered in the name of Thomas Sterling Begbie, and was mortgaged on the 12th December last to Mr. William Boyle, Bartholomew Road, Kentishtown, for £20,000. I think the attention of the British government should again be called to her.

I learn, from authority considered entirely reliable, that the rebel officers in this country expect to get two privateers out of this country before the close of February. Captain Bullock, Lieutenants Carter and Davidson are now in London, it is supposed in connection with them.

One other strongly suspicious if not entirely confirmatory circumstance is, that there are now in London forty-seven men under the care of a boarding-house keeper by the name of Captain Earley, who expect to leave, perhaps to-morrow, to meet a rebel privateer somewhere, they do not know where. These men are mostly English, and came, many of them, from the pirate Florida, and some from the Rappahannock, still at Calais, and used as a receiving ship. They have received orders for £10 bounty each, which they expect to get this evening, and I may know to-morrow who pays it. These men do not hesitate to say to those whom they think they can trust, that they are positively engaged for a privateer, and the fact that most of them have served in rebel privateers, and the strong desire they express of again getting at the work of plundering American ships on account of the plunder they were allowed to appropriate to their own use, certainly gives strength to their declarations.

The side-wheel steamer City of Richmond, which left this port this afternoon, or rather the dock, has created some suspicion, principally on account of her sale "to foreigners," and her transfer to Edward Lister Golbourne, of Trenmore, county of Chester. This steamer was built at Cubittown for the Great Eastern Railway Company, and was completed in June last. She is six hundred and fourteen tons gross, and was transferred entire to the above Golbourne on the 24th of December last, only *two days* after her sale "to foreigners." Her crew were shipped regularly at the Sailors' Home. I understand she has not much cargo on board, but a large amount of stores. Her master's name is William Scott. What I fear is that she will be used as a supply-ship to some privateer, and will be detained down the river to receive the privateersmen who are kept here to be sent to their ship.

Edward Lester (or Lister) Golbourne holds the whole of the steamer Rattlesnake, as well as the City of Richmond, in his own name, and appears to be a person used by the confederates to cover steamers actually owned by them.

The City of Richmond was called Ovalon while owned by the Railway Company, and her name was changed when she was "sold to foreigners," on the 22d of December, 1864.

In the hope of learning to-day where the privateersmen would be sent to, I thought it expedient to keep this paper open until this morning for this purpose. I am now able to say that about noon to-day the men were sent by railroad to Greenhythe, and were put on board the steamer City of Richmond. This vessel cleared for Bermuda, and as there was not yesterday, the day she sailed or went out of dock, any authority indorsed on her register authorizing her captain to sell her, and as she then stood registered in the name of E. L. Golbourne, I think the probabilities are that she is taking men and stores, possibly munitions of war also, to some privateer. The orders given to the men for £10 each were drawn by Richard W. Curtis, understood to be a purser in the rebel naval service, and were drawn on H. P. Maples, No. 4 Arthur street east, London Bridge, and are dated London, January 9, 1865. An attested copy of one of the orders, drawn in favor of William Young, is hereto annexed.

Your obedient servant,

F. A. MORSE, *Consul.*

Hon. CHARLES FRANCIS ADAMS,
United States Minister, London.

LONDON, *January 9, 1865.*

MR. H. P. MAPLES,
 [STAMP.] 4 *Arthur street East, London Bridge :*
 Please pay William Young, or order, ten pounds.

£10.

RICH'D W. CURTIS.

CONSULATE U. S. A., *London.*

The above is a true copy of the original order in the hands of William Young, fireman, late of the Florida.

JOSHUA MUNN.

Mr. Adams to Earl Russell.

UNITED STATES LEGATION,
London, January 14, 1865.

MY LORD : Since dispatching my note this morning I have received further information in regard to the subject to which it relates, from the same source. I hasten to submit to your lordship's consideration a copy of another letter from Mr. Morse, dated this morning.

I pray you lordship to accept the assurances of the highest consideration with which I have the honor to be, my lord, your lordship's most obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Mr. Morse to Mr. Adams.

UNITED STATES CONSULATE,
London, January 14, 1865.

SIR : I am assured by our consular agent at Calais, and other equally reliable sources of information, that forty seamen and officers left Calais at midnight on Tuesday night last, as passengers on the steamer *Velocity* for London. This steamer runs between Calais and London on the General Steam Navigation Company's line. The men did not come to London, but were put on board the rebel steamer *City of Richmond* somewhere down the river. When those who controlled the *City of Richmond* at Greenhythe saw that their movements were kept under observation, the steamer was got under way with all dispatch, and left behind nine or ten of the London privateersmen, who went down to the train following that which took down the men who succeeded in getting on board. Thirty-six men, all of whom are said to have served on board either the *Alabama*, *Georgia*, or *Florida*, are known to have gone on board at Greenhythe. These, with the forty men and rebel naval officers from Calais who joined her down the river, make seventy-six men on board the *City of Richmond*, which she is taking out of this country to some rebel privateer.

A telegraph from Falmouth last evening, not received till this morning, informs me that the *City of Richmond* had not then arrived there, but was expected. I shall be promptly notified on her arrival there, should she go there. The man called Captain Earley, who shipped them, went down the river on the steamer with them, and has not yet returned. The men who left this port are mostly English subjects, and have been

in the rebel privateering service. They were kept under observation and particularly cautioned against being drawn into conversation in reference to their shipment and destination by any person, and no testimony could be obtained from them. The nine or ten men left will probably be sent to Calais, or to the City of Richmond should she touch at Falmouth for coal, or at any other port on the English coast. Should the government here think it a case requiring its attention, I feel quite sure all that these men know in reference to their shipment and destination can readily be obtained.

Though I am not now able to furnish legal proof of the fact, I have no doubt whatever that the seventy-six passengers, except the officers on board the City of Richmond, have been engaged in this country for a rebel privateer. Whether they are to join the Shenandoah, or some other privateer on the other side of the Atlantic, or a new one in European waters, I have not been able to learn.

I learn also that John Seymour, called "John the Greek," and another foreigner, have just received orders to engage men for the rebel service.

I remain, sir, your obedient servant,

F. H. MORSE, *Consul.*

Hon. CHARLES FRANCIS ADAMS,
United States Minister.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *January 16, 1865.*

SIR: I have the honor to acknowledge the receipt of your letters of the 14th instant, inclosing copies of two letters, dated respectively the 10th and 14th of this month, which have been addressed to you by the United States consul in London.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Lord Russell to Mr. Adams.

FOREIGN OFFICE, *January 27, 1865.*

SIR: With reference to my letter of the 16th instant, I have the honor to inform you that it does not appear to her Majesty's government, from the information which you have furnished to me, or from such information as they have otherwise been able to obtain, respecting the Hawk and the City of Richmond, that either of these vessels is intended for the war service of the so-styled Confederate States, still less that there has been any illegal equipment in this country of either vessel.

With regard to the men supposed to have enlisted into the confederate service, the greater part of whom appear to have already sailed for Nassau by the City of Richmond, it seems, indeed, to be probable that they came together for some purpose connected with the war service of the Confederate States; but there is no evidence in the possession of her Majesty's government to show either that any particular persons among them, being natural-born subjects of her Majesty, have enlisted in that service, or have left this country with a view to such enlistment, or that

any of them, whether natural-born subjects of her Majesty or not, have been induced to enlist in this country, or to go from here for the purpose of enlistment, by any particular person or persons now amenable to her Majesty's jurisdiction.

The information which her Majesty's government possesses with regard to such of these men as belonged to the Florida rather leads to the conclusion that when they arrived in this country from Bahia, they, whether subjects of her Majesty or not, were already in the confederate service, and that no new enlistment or engagement in this country need be supposed in order to account for their coming together and going out to a port from whence they may be able to proceed to the Confederate States.

I have, further, the honor to state to you that when the particular facts relative to the engagement of the crew of the Florida were under the consideration of her Majesty's government, on the occasion of the presence of some of them at Liverpool, it was found that they had been engaged and shipped at Mobile, in the Confederate States, under circumstances which did not seem to her Majesty's government to justify the expectation that they could be successfully prosecuted for any offense against the foreign enlistment act. Whether the men now in question were part of the same crew, or were enlisted for the Florida at some other place and under different circumstances, does not at all appear.

Her Majesty's government are, therefore, of opinion that there is not at present any such evidence before them of a violation of the foreign enlistment act—either by the equipment or fitting out of the ships Hawk and City of Richmond, or either of them, or by the enlistment or procurement of men in this country for the confederate war service—as would justify them in taking any legal steps in the matter.

I have the honor to be, sir, your most obedient, humble servant,
RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

CASES OF THE AJAX AND THE HERCULES.

Mr. Adams to Mr. Seward.

[Extract.]

No. 879.]

LEGATION OF THE UNITED STATES,
London, February 16, 1865.

SIR: I have the honor to transmit copies of correspondence held with Lord Russell on the subject of outfits of vessels for account of the rebels.

* * * * *

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, February 7, 1865.

MY LORD: I have the honor to submit to your consideration copies of two letters addressed to me by Mr. Dudley, the consul of the United States at Liverpool, touching the building and outfit of a vessel called the *Hercules*, at Dumbarton, for the purpose of carrying on war against the people of the United States. The history of the *Ajax* is well known to me from the fact of her accidental detention at Kingston, in Ireland, on her departure outward, by reason of the refusal of some of the men to sail in her, because they had been deceived as to her true character. Yet, instead of inquiring into the truth of the allegation, it appeared that the authorities at Kingston proceeded to punish the men as mutineers.

I likewise have the honor to transmit a copy of an advertisement taken from the *Liverpool Daily Post* of the 1st instant, going to show that the crew of the vessel formerly known as the *Alabama*, being all of them British subjects, enlisted in violation of law, on a voyage of hostility to the United States, are openly paid their wages by agents of the insurgents in a British port, just as if they had been embarked in a common undertaking, fully recognized by all the British authorities.

It is not without great pain that I am constrained to admit the impression that her Majesty's government seem to be almost without the power to restrain the commission of this systematic abuse of the law of neutrality within her territories. I regret it the more that it seems to be gradually fixing in the minds of my countrymen a conviction that there is little reciprocal force in treaty obligations, and hence that it is expedient for them to be released, as far as possible, from those into which their government has heretofore cheerfully entered with Great Britain. I trust I need not say to your lordship that this state of things is regarded by me as most unfavorable to the best interests of both nations, which would, in my view, dictate rather a closer approximation than any alienation.

Not having had any reason to doubt the favorable disposition of her Majesty's government, I still cherish the hope that some additional means may be devised to correct the evils complained of, and to restore that confidence in reciprocity of friendly action which is the only stable foundation of all international relations of amity throughout the world.

I pray your lordship to accept the assurances of the highest consideration with which I have the honor to be, my lord, your lordship's most obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

[Inclosures.]

1. Mr. Dudley to Mr. Adams, February 2, 1865.
2. Mr. Dudley to Mr. Adams, February 4, 1865.
3. Advertisement about the *Alabama*, from *Daily Post*. [See "*Rebel Cruisers*," subdivision "*Alabama*," *post*.]

Mr. Dudley to Mr. Adams.

UNITED STATES CONSULATE,
Liverpool, February 2, 1865.

SIR: A steamer called the Hercules is now fitting out on the Clyde, and which I understand is a sister steamer to the Ajax, that recently sailed from the same river, and built and owned by the same parties. I think, from what I learn, she is intended for a gunboat for the rebels, and has been built for that express purpose. I understand they are fitting her out as rapidly as possible, and that she will be ready for sea in about eight days.

I am entirely satisfied that the steamer Ajax, above referred to, is to be used as a gunboat to make war against the United States, and was built and fitted out for that purpose.

I am, sir, very respectfully, your obedient servant,

THOMAS H. DUDLEY.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Dudley to Mr. Adams.

GLASGOW, *February 4, 1865.*

SIR: Referring to my dispatch of the 2d instant, and the steamer Hercules, which was supposed to be intended for a confederate gunboat, I have now to report that this steamer was built by P. Denny, of Dumbarton, and, as is said, or pretended, for McCleese and Knott, I believe, of Glasgow; but, as I am informed and believe, for the so-called confederate government in the southern States of America, now in rebellion against the United States. She is at present at Dumbarton, on the Clyde, very nearly completed; is to have a trial trip on Wednesday next; has three hundred tons of coal on board, and is to sail in a very few days. She is a double-screw boat, of two hundred and twenty tons register, and five hundred tons burden, with two engines, combining one hundred and fifty horse-power, nominal; the hull one hundred and seventy feet long, twenty-five feet beam, and eleven and a half feet depth of hold, drawing about eight feet water; one funnel, two masts; the fore one brig-rigged; the last, schooner-rigged; the decks flush fore-and-aft; the timbers are of angle iron, heavy and very close, so as to give her great strength; plated over with iron plates, and two inches of cement in thickness on the inside, and four inches of wood on the inside of the cement; making a thickness of six inches independent of the iron plates. The deck-beams are strong enough to hold guns of any size. From her build and the material used, and the manner it is put together, it would be difficult to make any vessel of her size stronger than she is. The bulwarks are made purposely low, like those of the steamer Alexandra, built at Liverpool, so the pivot-guns and swivels can be fired over them. The hull is divided into three water-tight compartments; the fore-castle is fitted up with twenty-two berths, and a mess table for this number, constructed to screw up like those used on ships of war. The space in what is called between-decks, or more properly in the middle compartment, is fitted up with thirty-two berths, with a like mess table for their accommodation; then follows the engine-room, and accommodations for the engineers, and then the after-cabin, which has ten state-rooms, five on each side, for the officers. There is no hatchway for taking in cargo, or space in the vessel for stowing anything but her coals, provision, and ammunition for her cruise. She is

to carry two pivot-guns, and one or more swivels. No preparations, so far as can be seen, (except the space left,) are made for mounting the guns. It is not probable that this is to be done in port, but, like her sister ship the Ajax, built by the same party, will clear and sail as a merchant vessel, as was also done in the case of the pirates Alabama, Georgia, Oreto, and Sea King, and then, as in the other cases, mount the guns, and take in her ammunition and supplies from some other English vessel, and enter upon her cruise of devastation and destruction. They have put up as a blind across the hinder part of the steamer a temporary wooden tow-rail, to pass her off to casual observers as a tug-boat.

The foreman in the yard, by name of Leslie, a brother-in-law to the builder, says he does not know for what purpose she is to be used, or where she is to go. From the above description you will perceive that she is built for war purposes, and nothing else. My information from private and confidential sources is, that she is for the confederates, and to be used as a privateer to burn and destroy our commerce, and to make war against the government of the United States, of which I have not myself the least doubt. To show the peculiar form, power, and construction of the vessel, abundant testimony can be obtained; but of the intentions of the parties in building her, and the purpose for which she is to be used, I have no positive evidence but from confidential sources, and I suppose none can be obtained short of the parties who are building and fitting her out, and I have no power to compel or make them testify.

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

Hon. CHARLES FRANCIS ADAMS,
United States Minister, &c., &c., &c.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *February 8, 1865.*

SIR: I have received your letter dated the 7th instant, and delivered at the Foreign Office at a late hour yesterday evening after the close of business; but not being marked immediate, it did not come under the notice of the under-secretary of state until 1 p. m. to-day.

The matter shall be immediately attended to, but in the mean time I wish to call your attention to the dates of the letters which you inclose. The first letter of the United States consul, at Liverpool, is dated the 2d instant, and affirms that a steamer named the Hercules is fitting out in the Clyde for the confederate service, and that this vessel is to be ready for sea in eight days. The second letter which you transmit to me is dated Glasgow, the 4th instant, and contains further information respecting this vessel, and states, moreover, that the trial trip is to take place to-day.

In a former instance I was able by means of the lord advocate to prosecute the owners of a vessel building in the Clyde, and to get a verdict entered by consent which defeated the purpose of the confederate agent. But these operations are very quick, and unless I have timely notice I can have but little hopes of stopping these nefarious transactions.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, February 9, 1865.

MY LORD: I lose no time in transmitting to you copies of two depositions which have this moment come to hand touching the outfit of the two vessels from Glasgow called the Ajax and Hercules. I have strong reasons for the belief that the first vessel is already cruising on the ocean as a privateer, and the other is about to follow her immediately. I scarcely deem it necessary to call your lordship's attention to the deposition of John Melley, as justifying the refusal to proceed on the voyage by the seamen, in the examination at Kingston, notwithstanding which they are punished by the authorities as having committed an offense.

I pray your lordship to accept, &c., &c.,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

[Inclosures.]

1. Deposition of John Melley, February 6, 1865.
2. Advance note, the Ajax.
3. Deposition of George Smith, February 6, 1865.

Deposition of John Melley.

I, John Melley, of Glasgow, seaman, being duly sworn, depose and say: In the month of January last past, being in want of a ship, saw Captain Adams, of the steamer Ajax, at the Sailors' Home, in Glasgow; he told me she was a tug or tow-boat going to Nassau, and that he would like me to go. I signed the articles for a voyage to Nassau for three pounds ten shillings per month. Two days afterwards, on a Friday, I went on board of her, lying at anchor, about two miles from Greenock—the tail of the bank. She sailed that same night about 12 or 1 o'clock. We arrived at Kingston, Ireland, the next morning. I left the vessel at Kingston and returned to Glasgow. Captain Adams was in command. The crew consisted of eight sailors, twelve firemen, and three engineers. There was one person on board who was formerly the captain of the confederate steamer Fingal, who was to have command of the Ajax as soon as Captain Adams left. I discovered as soon as I got on board of her, and before she sailed, that she was intended for a war vessel. She was fitted up for one in every particular. In the fore part of the vessel eighty-four berths fitted up for the accommodation of the men. There were also mess tables for the same number of men, arranged so as to screw up the same as on a war vessel. I have served on board of a war vessel, and know something of their construction. I saw two gun-breeches on board. There were five buckets also. The next morning after we sailed I went to the captain and told him I was not going to be shanghied. He replied, that I was not going to be shanghied. I told him this vessel, the Ajax, was a southern privateer, and that I believed she had her guns and ammunition on board. He would hardly give me any satisfaction, but said it was not so. I told him the captain of the Fingal was on board to take charge of her. He made no reply to this, except that he himself was captain now. The captain of the

Fingal kept himself concealed as much as he could. He is a southern man. After we got into Kingston we got on the rocks. I told the captain I would not go in the vessel, on account of her being a southern privateer. He denied this. I told him she had guns and ammunition on board. He could not or did not deny this. I told him that if he did not let me go on shore and leave the vessel, that I would make a complaint to the American consul and to a magistrate, and have the vessel seized on the ground of her being a confederate privateer. He then agreed that I might leave her and return back to Glasgow, which I did. I have not the least doubt about her—the Ajax—being a war vessel for the confederates in America. All the men on board were satisfied that she was a privateer, and to be used for no other purpose. At the time I signed the articles I received from Captain Adams an advance for £3 and 10 shillings, payable by Patrick Henderson & Co., of Glasgow, ten days after the ship sailed. I knew the captain of the Fingal; saw him when in command of her at Savannah, Georgia.

JOHN MELLEY.

Sworn and subscribed at Glasgow, before me, this 6th day of February, 1865.

A. GALBRACK, J. P.

Seaman's advance note.

GLASGOW, 9th day of January, 1865.

Ten days after the departure of the ship Ajax from the last port or place in the river or Firth of Clyde, in which, from any cause, she may be, before finally leaving for the voyage, for which this note is issued, pay to the order of John Melley the sum of three pounds ten shillings, being an advance of wages, provided the said seaman sails in and continues on board of the vessel, and has previously, and during that period, been duly earning his wages, in terms of the articles of agreement.

GEORGE M. ADAM.

Messrs. P. HENDERSON & Co.,
West St., Vincent Place.

Deposition of George Smith.

I, George Smith, of Dumbarton, iron-ship builder, being duly sworn, do depose and say: I work in the ship-yard of P. Denny, of Dumbarton, and have worked there since the month of August last past. I worked on two steamers built by Mr. Denny—one called the Ajax, which sailed for Nassau some days ago, and on the Hercules, which is still at Dumbarton, and now nearly ready for sea. They are sister ships, were known in the yard as the twin screws, and built off of the same model. I am well acquainted with their construction and everything about them. The frames are of angle-iron—very strong—stronger than I ever saw in vessels of their size. This frame-work is covered with iron plates, strongly and securely riveted to the frame-work. The inside has cement two inches thick, and on the inside of the cement a wood lining four inches in thickness. The cement does not come up to water-mark, but the wood lining comes up above this. The beams that support the upper deck are very close and strong for vessels of this size—strong

enough to support guns of almost any size. The hull is in three water-tight compartments. The fore-castle is fitted up with twenty-two berths, and a mess table for this number of men, made so as to screw up to the ceiling. The middle compartment is fitted up with twenty-six berths—none of them large enough to hold two persons—with a similar mess table large enough to accommodate this number of persons, made to screw up to the ceiling. The after cabin is fitted up with twelve separate state-rooms. The bulwarks are low—a pivot gun could be fired right over them. The decks of the vessels are flush fore and aft. There is space on each vessel, near mid-ships, where pivot guns can be placed. There are also two portholes cut on each side of the vessels, making four portholes on each vessel, but so cut and concealed that they would not be observed by a casual inspection. They have hinges and are secured with bolts on the inside, and can be opened and used at any time. These portholes are suitable for guns. I put on the hinges for those on the *Hercules* this very day. You cannot see them—the portholes—from the outside. From the best of my judgment these portholes are for guns. I cannot see that they can be used for any other purpose. Each steamer has one funnel and two masts. The fore masts are brig-rigged, the hindmost schooner-rigged. They are to carry very large sails. The screws are double, and driven by two engines. The boilers and engines are so constructed as to be protected from shot or shell by the coal-bunkers. There is an apartment under the fore peak, all iron, suitable for storing powder, and which has the appearance of a magazine, and suitable for that purpose. From the material used in the construction of the *Ajax* and *Hercules*, the strong manner they are built, and the peculiar construction and fittings, I should say that they are both adapted and have the appearance of being for war purposes—what are called and generally known as gunboats—and in my opinion are intended for gunboats and for war purposes. The general opinion of all the people, workmen in the yard, is that they are for war purposes, and they are called gunboats by them—this general appellation by which they were known in the yard. It is not known for whom they are being built by the men, but they suppose and think for the confederates in America.

GEORGE SMITH.

Sworn and subscribed to before me, this 6th day of February, 1865.

W. N. WATSON,

One of her Majesty's Justices of the Peace for the County of Lanark.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *February 9, 1865.*

SIR: I have the honor to acknowledge the receipt of your letter of this day's date, inclosing copies of two depositions respecting the outfit of the two vessels from Glasgow, called the *Ajax* and the *Hercules*. And I have to state to you that I have lost no time in communicating copies of these papers to the proper departments of her Majesty's government.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Seward to Mr. Adams.

[Extract.]

No. 1338.]

DEPARTMENT OF STATE,
Washington, April 5, 1865.

SIR: I transmit with this communication a copy of the following papers, namely a note * * * of the 14th of February, relative to those [the movements] of the steamer Ajax * * * addressed to the British minister, and one of the 1st instant from J. Hume Burnley, esq., inclosing in reply a copy of a dispatch of the 14th of last month, addressed to him by the lieutenant-governor of Bermuda.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

*Mr. Seward to Mr. Burnley.*DEPARTMENT OF STATE,
Washington, February 14, 1865.

SIR: Information, which is fully credited, has been received at this department that the steamer Ajax, which recently sailed from Kingston, Ireland, has gone out for the purpose of being used as a war vessel; that, although she was not armed, she had one hundred hammocks ready to be put up; that her armament has gone or will go in some sailing vessel to meet her at some concerted point, to be there transferred to her. In order the more effectually to screen her piratical designs, it is understood that she will visit Nassau before taking on board her armament.

In view of these circumstances, I beg leave to suggest to you the expediency of your putting her Majesty's authorities at Halifax, Bermuda, and Nassau on their guard to prevent the armament within their jurisdiction of this vessel for purposes hostile to the United States.

I have the honor to be, with the highest consideration, sir, your obedient servant,

WILLIAM H. SEWARD.

J. HUME BURNLEY, Esq., &c., &c., &c.

Mr. Burnley to Mr. Seward.

[Extracts.]

WASHINGTON, *April 1, 1865.*

SIR: With reference to * * * your note of the 14th of February, relative to the movements of the Ajax, a copy of which note I communicated, to the lieutenant governor of Bermuda, I have the honor to transmit to you a copy of a dispatch which I have received from his excellency.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

F. O. ADAMS.
For MR. BURNLEY.

Hon. WILLIAM H. SEWARD, &c., &c., &c.

Mr. Hawley to Mr. Burnley.

BERMUDA, March 14, 1865.

SIR: I have the honor to acknowledge the receipt of dispatches from you dated the 17th of January, 1865, and the 16th of February, 1865, both with inclosures from the State Department at Washington, and both warning me of suspected intentions on the part of the Confederate States to use British ports for belligerent purposes.

In reply, I can only state that every vigilance will be used to prevent or punish a breach of the law, should it be attempted or take place. Without convincing evidence it is of course impossible to set the law in action, and the government of the United States must be aware that the information furnished me, through you, even if it could be substantiated here, is not of such a character as would justify legal interference.

W. G. HAWLEY.

J. H. BURNLEY, &c., &c., &c.

CASE OF THE VIRGINIA.

Mr. Adams to Mr. Seward.

[Extract.]

No. 879.]

LEGATION OF THE UNITED STATES,
London, February 16, 1865.

SIR: I have the honor to transmit copies of correspondence held with Lord Russell on the subject of outfits of vessels for account of the rebels.

* * * * *

I have the honor to be, sir, your obedient servant,
WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, January 30, 1865.

MY LORD: I have had the honor to receive your note of 27th instant, in answer to mine of the 16th, furnishing information of certain operations of the emissaries of the American insurgents within this kingdom.

I now have the honor to transmit a copy of another letter from Mr. Morse, the consul at this place, giving further information on the same subject. The object of these papers is to furnish cumulative evidence that this kingdom is, in point of fact, yet made, as it has been heretofore continually made, the base of operation hostile to the people of the United States on the ocean, by the agents and emissaries of the insurgents in conjunction with British subjects.

However skillfully this action may be covered, the fact itself cannot but be regarded by the nation liable to be seriously affected by the results as a practical violation of neutrality, as well as a legitimate cause of complaint.

It is not in the province of a party injured by such a steady and persistent course of aggression to enter into any examination of a suitable policy of prevention, if the proper means are not already in existence. It is sufficient for the present purpose that it should endeavor to place upon record the evidence which goes to justify its painful sense of the wrong that is committed at the hands of a nation with which it is at peace.

I pray your lordship to accept the assurances of the highest consideration with which I have the honor to be, my lord, your lordship's most obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Mr. Morse to Mr. Adams.

UNITED STATES CONSULATE,
London, January 27, 1865.

SIR: The privateersmen who left the Thames on the City of Richmond went to Cherbourg, France, where they remained on board about one week. I learn from our consular agent at Cherbourg that they are now on board a steamer at Omanville, waiting to be transferred to the corsair on which they are to serve.

The City of Richmond has left the port of Cherbourg, and, as is supposed, proceeded on her voyage to Bermuda, for which island she cleared from the port of London.

If the men were intended for service of any kind on the other side, would they not have continued their voyage on the City of Richmond, as she is nearly new, and in the late storm on the coast proved an excellent, staunch sea-boat? I think there is no question about the men being re-engaged for the rebel service, and received £10 advance here before leaving.

It has been said for the last month or more in the councils of confederate agents in Europe, and even by the head of their navy department in Europe, Commodore Barron himself, that they expected to get out two privateers, at least by the last of January, or early in February. Possibly the City of Richmond may be one of them, and may have gone to the place appointed to take on her armament, crew, &c.

There are two ships or steamers now in this port, of which there are better reasons for suspicion than there was of the Sea King, now the Shenandoah. One is the Virginia, a few days ago the Zealous. She is a sister ship to the City of Richmond. She is nearly new, over four hundred and fifty net, and said to be a remarkably fine vessel. She went, I learn, to Greenhithe this morning. She has, so far as known to us, nothing but coals in at present, and had not cleared for any port last evening, though her crew signed articles for Bermuda, and there their arrangement ends. She will probably leave the river to-morrow, perhaps earlier. The other is a double-screw steamer, just completed for Mr. Dudgeon, the builder of the privateers Tallahassee and Chickamauga. She is now called No. 40, and is entered out for Bermuda. I have seen this steamer, and think she must be not far from eight hundred tons, and not at all suitable for blockade-running; she is too large and draws too much water.

Like the Sea King, any steamer now destined for privateering fits

away as a commercial vessel, and there is nothing about her movement before she leaves port, or until within a few hours of her leaving, when she may suddenly change owners, and her master be given authority to sell at a *given sum out of* British waters, to create any mistrust of the purpose of those who control her here.

Under such a mode of operations it is next to impossible for us to get testimony *in season*, and sufficiently strong, to ask for their detention. The only course left me, therefore, is to call your attention to all cases offering any reasonable ground of suspicion, and leave them to be disposed of as you may deem most expedient.

No. 40 is now in Victoria dock.

I remain, with great respect, your obedient servant,

F. H. MORSE, *Consul*.

Hon. CHARLES F. ADAMS, *United States Minister*.

P. S.—Since writing the above I have learned that the double-screw No. 40 has Louisa Anna Fanny on her stern, without stops between the names. She is nine hundred tons, and the men on board who went on the trial trip say she went eighteen miles per hour. This is probably an exaggeration, but no doubt she is very fast.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *February 1, 1865.*

SIR: I have the honor to acknowledge the receipt of your letter of the 30th ultimo, inclosing a copy of a letter addressed to you by Mr. Morse respecting the vessels the Virginia and the Louisa Ann Fanny, which are suspected to be intended for the service of the so-styled Confederate States, and I have to inform you that I have referred these papers to the proper department of her Majesty's government, in order that due inquiry may be made in the matter.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

EQUIPMENT OF THE STONEWALL.

Mr. Adams to Mr. Seward.

No. 873.]

LEGATION OF THE UNITED STATES,
London, February 9, 1865.

SIR: I presume that you will have received information of the escape of the iron-clad steamer Olinde from Nantes, and the transfer of rebel seamen and armament from the steamer City of Richmond, sent from this port, at the island of Houat, on the French coast, from other sources, much more fully and circumstantially than I have been able to obtain. In treating of the matter I shall, therefore, confine myself to the share that I have had in the subsequent proceedings.

The first intelligence I had came on Saturday, the 28th January, in a

telegram through Liverpool from the consul at Nantes, stating the facts in not a very clear way. So far as I could then understand it, the whole affair had been carried on under French connivance, and with French instruments, so that I took it for granted that Mr. Bigelow, at Paris, would be the proper person to take care of it. At the same time I knew that Mr. Dudley, at Liverpool, who had first received the information, would let the government know of it by the steamer that sailed that day.

On Sunday morning last I received from Mr. Perry, at Madrid, a telegram announcing that an iron-clad steamer, mounting three guns, with seventy-four men, had put into Corunna to repair damages. It was called the Stonewall. Not having a doubt of the identity of this vessel, I immediately sent a telegram to the consul at Flushing, directing him to notify Commodore Craven at once of the facts. He replied, the same day, that the commodore was already gone to Dover, to which place he would forward my message. I have not since heard anything either of the message or the commodore.

It turns out, from later information, that the steamer first called by a French name, l'Expeditif, which met this vessel to supply the men and armament, was in fact the British steamer City of Richmond, which I knew to have left London about the 13th of January, with a number of men enlisted for the rebels. I had already apprised the British government of the fact of her departure, though I could not then mention the destination. And the Stonewall turns out to be one of M. Arman's vessels, built originally in France for the rebels; then negotiated for by the Danish government, and sent to Copenhagen for inspection, but rejected by it as not satisfactory; next examined and inspected by Mr. Barreda, the Peruvian minister here, and found unseaworthy; and, lastly, slipped out of France by the original party that was responsible for it, and had failed to get rid of it. Under these circumstances it does not surprise me that after trial in the bay of Biscay she should have put into Ferrol to repair damages. My impression is that, as usual, the rebels will meet with a disappointment greater than their success. If Commodore Craven does not dispose of her, she will be lucky if she gets across the Atlantic in any shape. With a proper degree of vigilance on the part of our seamen, her prospect of getting into Charleston will not be very brilliant, much less of doing our fleet the anticipated damage. Forewarned is forearmed against every such effort.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Seward to Mr. Adams.

No. 1230.]

DEPARTMENT OF STATE,
Washington, February 28, 1865.

SIR: Your attention is invited to the accompanying extract from a dispatch of the 11th instant, No. 437, from Mr. Dudley, our consul at Liverpool, respecting the English steamer the City of Richmond, which is alleged to have carried out and transferred to the pirate Stonewall its armament, supplies, and crew, and also to the movements of the steamer Laurel, *alias* the Confederate States.

Is is presumed that you have already brought the subject to the attention of her Britannic Majesty's government.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Dudley to Mr. Seward.

No. 437.]

UNITED STATES CONSULATE,
Liverpool, February 11, 1865.

SIR: I sent you, on Thursday last, a telegram by way of Queenstown, to be forwarded by the steamer which left here on Wednesday, that the report we had about the rebels having one of the iron-clads built at Bordeaux was true. I understand she is now in one of the Spanish ports—has gone there for repairs. The fact that they have her, and that she is partially armed and manned, there is no doubt about. She was met by the English steamer City of Richmond off the coast of France, and her armament, which was made here in England, transferred to her with supplies for a cruise, and an English crew. My information is that she is now called the Stonewall. Fearing that she might attempt to run into some of the northern seaport towns and lay them in ashes—possibly obtain entrance by practicing some deception, as flying the English flag, the same as has been frequently done by these piratical vessels—I have addressed a letter to Mr. Draper, the collector at New York, and requesting him to inform the other collectors of her being loose, and to put them on their guard.

The English steamer Laurel, the same that took out from here the armament and men for the pirate Sea King, returned to this port on Thursday last. She came in ballast from Nassau, in command of Captain Ramsey, an Englishman, the same man who took her out, and is consigned to Fraser, Trenholm & Co. They now call her the Confederate States, of Charleston, and pretend that she has been transferred to the so-called confederate government. She flies the confederate flag.

The schooner Catharine Anne cleared from here on the 9th instant for Nassau, in command of T. Evans. She is one hundred and sixty-three tons burden, and was cleared by L. Glynn & Sons. Her cargo consists of three hundred bags of saltpeter, some rifles, and army clothing and blankets intended for the rebels.

The English bark Walkington, of three hundred and fifty-six tons burden, commanded by R. Waugh, was entered to load for Nassau on the 31st of January, by Prichard & Co. She has taken in already three hundred and thirty-seven cases of long Enfield rifles, containing twenty in each case, making six thousand seven hundred and forty, (the cases are marked C. H.—O. B.,) and eight hundred bags of saltpeter. She will also take in one hundred and thirty tons of lead and a quantity of machinery, all intended for the confederates.

I understand the English merchants here intend to keep up their communications with the South, and send them supplies by way of Matamoras, Galveston, and Florida, and that they are making extensive arrangements to carry it on by way of these places, especially by way of Matamoras.

I am, sir, very respectfully, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD, &c., &c., &c.

Mr. Seward to Mr. Adams.

[Extracts.]

No. 1302.]

DEPARTMENT OF STATE,

Washington, March 13, 1865.

SIR: I have before me several dispatches relating to the affair of the pirate Stonewall, *alias* Olinde, *alias* Stoerkodder.

For the sake of convenience, as well as with a view to the advantage of having all the representatives of the United States concerned in the question equally well informed of the opinions of this government thereupon, I cast my reply to the several dispatches before mentioned in the form of a circular, which is addressed not only to the representatives before named, but also to yourself, who will find that in this, as in all like cases, you have a responsibility to discharge in the matter.

The before-named vessel is a steam ram. She is one of two ships of that class which were built by Arman, a shipwright at Bordeaux, and member of the Chamber of Deputies, at Paris, under a contract with and for the use of insurgents in the civil war now existing in the United States. She was for that reason denounced by us to the imperial government of France, when, upon full investigation, it was ordered that she should not leave France in the character or for the purposes for which she was built, and should leave that country only in the case of her being actually sold to a party which shall be neutral in regard to our civil war. The vessel was reported to the imperial government as having been sold to the government of Denmark, which then was and yet is a neutral power, and upon that report she was sent under a French flag, to be delivered at Copenhagen. The government of France informed this government of that proceeding, and I had the honor to express the satisfaction of the United States with that disposition of the subject.

The vessel received a partial armament while at Copenhagen. After remaining there several months, she departed from that port, as is said, with a Danish crew, and under a Danish flag, and after some delay, in which she made Swedish and Dutch ports, she came up to the island of Houat, within the marine jurisdiction of France, where she received seamen, coals, and supplies from a steamer which had been sent out for that purpose from some British port, understood to be Liverpool, and thus furnished she gave up the Danish flag and crew, and exhibited herself under an insurgent flag, as a rebel ship of war. Houat is an obscure place, not subjected to any actual government surveillance. The attention of the imperial government to the appearance of the vessel there was invoked by Mr. Bigelow, and was promptly given. But in the meantime the Stonewall went to sea, and very soon afterwards she put in at Ferrol, in Spain, in real or pretended distress, and asked for leave to repair.

Mr. Perry remonstrated, and asked that the vessel should be detained.

While the application was pending a steamer, with an intended reinforcement taken from the crew of the pirate Florida, recently captured at Bahia, proceeded from Liverpool to Ferrol or Corunna. The government of Spain declined to detain the vessel, and decided to allow her repairs, limited practically to the extent of rendering her capable of living at sea. That government is understood also to have refused to allow her crew to be reinforced, or her munitions of war to be increased. Mr. Perry protested against the decision of the Spanish government against allowing any repairs whatever, and generally against the attribution of a lawful belligerent character to the Stonewall. In the meantime the

United States steamship Niagara arrived at Corunna, and the Sacramento is reported as being on her way to that port.

The dispatches before me report the communications which our representatives at Paris, Madrid, and Copenhagen respectively have made, and the rights they have attempted to establish against the several governments for interposition and activity to prevent the pirate ship from entering upon her appointed career. I have delayed to answer these dispatches, in the hope that, by reason of obstacles and perils sufficiently manifest, her unlawful enterprises might possibly be abandoned, or at least might be defeated. This government has already causes of complaint against the maritime States concerned in this case, sufficiently numerous and sufficiently grave. It prefers rather to cultivate peace, harmony, and friendship with these powers than to seek new occasion for contention, and it will, therefore, esteem it a subject of felicitation if the apprehensions which the present case have excited shall not be realized; circumstances seem to favor the wishes of the government in this respect. Our latest telegraphic advices assure us that the Stonewall is absolutely unseaworthy; that for that and other reasons the criminals who have her in their possession are seeking to rid themselves of her.

I confine myself in these circumstances to a few positions without argument:

First. I approve of all the representations and proceedings reported in the several dispatches before me, and especially those of Mr. Perry, including his protest of the date of February 9.

Secondly. I desire that each of the several ministers to whom this dispatch shall come, while making the above approval known, shall at the same time assure the government to which he is accredited that the United States are satisfied that the government with which he is thus in communication has acted in regard to the Stonewall in good faith, and in a spirit of friendship towards the United States; and that whatever has occurred in connection with the Stonewall to compromise any foreign state has been effected through overreaching intrigues of bad and desperate men, who have employed treachery and fraud to defeat the vigilance and evade the laws of the governments concerned.

[The remainder of this dispatch is printed under "Belligerent Recognition." Vol. I, p. 286.]

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

(Same, *mutatis mutandis*, to Messrs. Bigelow, Perry, and Wood.)

Mr. Seward to Mr. Adams.

No. 1315.]

DEPARTMENT OF STATE,

Washington, March 21, 1865.

SIR: Thomas Kirkpatrick, esq., our consul at Nassau, on the 18th instant informed me that the steamer City of Richmond had arrived at that port from England, *via* Bermuda; that it was understood at Nassau, from a passenger from Bermuda, that a large amount of guns, ammunition, &c., had been transferred from that steamer to the iron-clad vessel Olinde, *alias* Stoerkodder, *alias* Stonewall; that it was said, also, that

it was the intention of the captain of the Olinde to run in and destroy Portsmouth, New Hampshire, and other eastern seaports.

The steward of the City of Richmond stated to Mr. Kirkpatrick, after he had written the portion of his dispatch containing the foregoing representations, that the steamer City of Richmond transferred about seventy men and a quantity of powder and some tanks on board of the Olinde, off the coast of France; that these men came on board of the City of Richmond, in the Thames, after she left London; that several so-called confederate officers were on the ship, part of whom had charge of these men; that they put no guns on board; that she (the Olinde) had them already there; and that she was said to have come from France.

You will have already brought the attention of her Majesty's government to the part taken by the City of Richmond in furnishing the iron-clad vessel referred to with men and munitions, (if not with arms,) and you will make such use of the information now imparted as may, in your judgment, be most judicious.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Seward to Mr. Adams.

No. 1317.]

DEPARTMENT OF STATE,
Washington, March 22, 1865.

SIR: Referring to my No. 1280, of the 28th ultimo, and No. 1315, of the 21st instant, I now transmit a copy of a dispatch of the 1st instant, No. 159, from C. M. Allen, esq., our consul at Bermuda, which relates to some of the crew of the late piratical vessel Florida, and other men now at Bermuda, under charge of a rebel agent, waiting to ship on rebel vessels, and to the transfer from the steamer City of Richmond of men, arms, and ammunition to the Stonewall, *alias* Olinde, *alias* Stoerkodder.

You are expected to make such use of the information thus imparted, in your representations to her Majesty's government, as your judgment shall approve.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Allen to Mr. Seward.

No. 159.]

CONSULATE OF THE UNITED STATES AT BERMUDA,
March 1, 1865.

SIR: Your dispatch No. 83, with inclosure, is at hand.

Sixteen of the crew formerly belonging to the Florida, with many other seamen, are here, under the charge of the rebel agent. Either the Shenandoah, or a rebel iron-clad called the Stonewall, is hourly expected here.

The steamer City of Richmond, under the British flag, arrived here a few days since; one of her seamen informs me they took from Cherbourg sixty men, which they put on board the Stonewall, near Belle

Isle, France; they also transferred a large quantity of arms and ammunition to the Stonewall, then under command of a Captain Paige, formerly of the United States navy.

The authorities here are using their utmost vigilance to prevent the men of the late Florida going on board any rebel armed vessel. It having been supposed that the City of Richmond would take them from here, the lieutenant governor ordered an officer of the customs to remain on board to prevent these men leaving in her.

The United States steamer Connecticut came to anchor off these islands on the evening of the 26th, and left the next day.

I am, sir, your obedient servant,

C. M. ALLEN, *Consul.*

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Mr. Seward.

No. 909.]

LEGATION OF THE UNITED STATES,
London, March 29, 1865.

SIR: A telegram in the following words has just been received by me from Mr. Harvey at Lisbon. I transmit it as requested:

"Please inform department immediately that cruiser Stonewall arrived here Sunday evening, and left this morning, ordered out by government on my application. Niagara and Sacramento arrived [last] evening, and remain temporarily.

"HARVEY.

"LISBON, *March 28, 1865.*"

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Mr. Seward.

No. 912.]

LEGATION OF THE UNITED STATES,
London, March 30, 1865.

SIR: I have read with great interest the contents of your dispatch 1302, of the 11th of March, addressed to me in common with several other representatives of the United States in Europe. I shall take care to conform my action to the wishes of the government so far as any may be called for in connection with the equipment and manning of the Stonewall.

It appears from the newspapers of this morning that this vessel, which had put into Lisbon, was obliged to quit there immediately; and, further, that a grave difficulty has grown out of an alleged attempt by the Niagara and Sacramento, which had pursued her there, to leave that port contrary to the will of the authorities. The circumstances are not stated upon any authority that can be relied on. I presume that you will receive them in due course from the minister in Portugal, Mr. Harvey.

I continue of the opinion that the Stonewall will prove not to be sea-

worthy. She may be indebted for her safety to luck in the absence of trying weather. Hence it will be as well to be fully prepared against any surprise.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Mr. Seward.

No. 927.]

LEGATION OF THE UNITED STATES,
London, April 13, 1865.

SIR: I have the honor to transmit a copy of the note addressed to me by Lord Russell on the 7th instant, reference to which was made by me in my dispatch No. 917, of last week, as not then ready to be sent.

Lord Russell has acknowledged the reception of this note, but has delayed a reply, for the reason assigned in my No. 922,* which goes to you hereafter.

I have the honor to be your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Earl Russell.

[Extract.]

LEGATION OF THE UNITED STATES,
London, April 7, 1865.

MY LORD: * * * * * *

It is impossible to be insensible to the injury that may yet be impending from the part which the British steamer *City of Richmond* has had, in being suffered to transport with impunity, from the port of London, men and supplies, to place them on board the French-built steam-ram *Olinde*, *alias* *Stoerkodder*, *alias* *Stonewall*, which has, through a continuously fraudulent process, succeeded in deluding several governments of Europe, and in escaping from this hemisphere on its errand of mischief in the other.

* * * * * *

I pray your lordship to accept the assurances of the highest consideration with which I have the honor to be, my lord, your lordship's most obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Mr. Adams to Mr. Seward.

No. 932.]

LEGATION OF THE UNITED STATES,
London, April 20, 1865.

SIR: I have the honor to transmit a copy of a letter received yesterday from Mr. Dabney, the consul at Teneriffe, announcing the arrival at

* Dispatch No. 922, from Mr. Adams, will be found on page 641, vol. I.

that place, on the 31st ultimo, of the Stonewall, in three days from Lisbon, and her departure on the 1st instant.

It does not appear what has become of the Niagara and of the Sacramento.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Dabney to Mr. Adams.

UNITED STATES CONSULATE,
Teneriffe, April 2, 1865.

SIR: Being unable to communicate with Mr. Perry, at Madrid, I take the liberty of bringing to your knowledge that the confederate ram Stonewall, Commander Page, arrived at this port on the 31st of March, at 6 p. m., in three days from Lisbon.

She was allowed to remain here only twenty-four hours, during which time she took in one hundred and thirty tons of coal, and sailed again on the 1st, at 6 p. m. Where she has gone it is impossible to say; but the general opinion, gathered from her officers, is that Bermuda will be her next port, whence she intends a sudden descent somewhere on our coast.

At the risk of repeating what must be well known, I would say that she is a most formidable vessel, plated with 6-inch iron, and with an enormous ram extending from her bow twenty-one feet. She has a case-mated fore-castle, containing a 300-pounder Armstrong gun, and abaft her mainmast she has a fixed turret containing two 70-pounder Armstrong guns, and which is shot-proof.

She is five hundred tons, three hundred horse-power, and has a crew, all told, of eighty-five men. She is brig-rigged, with one funnel, and has no bowsprit. She must depend much upon her sails, as her spars are very heavy, and she can only store one hundred and fifty tons of coals, and uses thirty tons a day when steaming alone.

She steams rapidly but rolls very much, which must interfere very much with the management of her guns in a seaway.

I remain, sir, respectfully, your obedient servant,

WILLIAM H. DABNEY.

Hon. CHARLES FRANCIS ADAMS,
United States Minister at London.

Mr. Hunter to Mr. Adams.

No. 1398.]

DEPARTMENT OF STATE,
Washington, May 8, 1865.

SIR: Referring to instructions No. 1315, March 21, and 1317, March 22, last, in regard to the proceedings of the steamer City of Richmond in transferring arms and men to the iron-clad Olinde, or Stonewall, I beg your attention to the inclosed copy of a letter of the 1st instant from the War Department, inclosing a copy of a report from Major Ludlow to General Dix, giving the information derived from Ernest W. Pratt, the mate, and Robert Green, the steward of the City of Rich-

mond, in relation to the transaction referred to. You will, perhaps, find this information useful in discussing the matter, though it is regretted that it is not in the form of a deposition of the men.

I am, sir, your obedient servant,

W. HUNTER,
Acting Secretary.

CHARLES FRANCOIS ADAMS, Esq., &c., &c., &c.

Mr. Dana to Mr. Seward.

WAR DEPARTMENT,
Washington City, May 1, 1865.

SIR: Referring to your letter of the 6th ultimo, asking that the Department of State be furnished with an authenticated copy of such statements as may be elicited from Ernest W. Pratt and Robert Green, two of the crew of the City of Richmond, regarding the transaction in which the Sea King was engaged, conveying men and munitions to the Olinde, I am instructed to transmit the inclosed report from Major General Dix, which he states furnishes all the information obtainable in the case.

I have the honor to be, sir, your obedient servant,

C. A. DANA,
Assistant Secretary of War.

HON. WILLIAM H. SEWARD,
Secretary of State.

[Report.]

HEADQUARTERS DEPARTMENT OF THE EAST,
New York, March 18, 1865.

GENERAL: In compliance with your instructions I have investigated the case of Ernest W. Pratt and Robert Green, passengers on the Corsica, from Nassau, who arrived last evening at 11 o'clock, and were arrested by officer James S. Chalker, of the revenue service, not having the necessary passports, and were brought to these headquarters this morning for examination.

Pratt was secreted in the captain's room and Green in the purser's room during the time all the other passengers were being examined by the officer. Pratt was the mate and Green was the steward of the steamer City of Richmond. This steamer, of four hundred and fifty-five tons, was owned by Cranshaw, the rebel agent in London; was fitted out there, loaded with coals and provisions at that port, and cleared, with W. Scott as master, about the 3d January last, for Bermuda or any of the West India Islands, with the understanding on the part of Pratt and Green that she was to run the blockade. After leaving London she dropped down the Thames River about eighty miles to a place called Greenhithe, and there took on board some boxes of small-arms, between sixty and seventy officers and men, and about three hundred barrels of gunpowder. The regular crew of the City of Richmond was composed of about forty-five officers and men, taken on at London. After shipping the ammunition and men she steamed for the coast of France, and in about seven days arrived off Belle Isle, when she met the rebel ram Olinde, and at a distance of about four miles from shore. She trans-

ferred to this ram all the officers and men taken on at Greenhithe, a large quantity of provisions, and about one hundred and fifty barrels of gunpowder, and all the small-arms. She then steamed for Bermuda, anchored in the harbor of St. George, where she landed some of her provisions and balance of gunpowder, took in coal, made some repairs, and remained in port about a week. She then went to Nassau, New Providence, where she arrived about the 4th or 5th March instant. After remaining on board in this port about four days, all the officers and men were ordered on shore by Captain Scott, and some functionary was sent from the town to enforce the order. There had been difficulty between the officers and crew and Captain Scott, growing out of the manner in which Captain Scott had discharged the former from the ship. After they had left the ship Captain Scott gave her into the hands of one Captain Davidson, not a British subject, who had come out in her from London, and was the agent of the owner, Cranshaw. The City of Richmond was at Nassau when the Corsica left.

The above facts I derived from an examination of Pratt and Green. The former made his statements very unwillingly, and only in reply to pressing and searching questions. He knows much more than he admits, and refused to answer many questions I put to him. I have no doubt whatever that he was fully aware of the whole objects of the fitting out the cargo, the passengers, and the destination of the City of Richmond. I inclose herewith the certificate of discharge of Pratt and Green, and the communications to you of Mr. Thomas Kirkpatrick, United States consul at Nassau, N. P. The Mr. Howell therein referred to gives upon his examination no additional facts to those above stated.

I am, very respectfully, your obedient servant,

WM. H. LUDLOW,

*Acting Aide-de-Camp and Acting Inspector General,
Department of the East.*

Major General JOHN A. DIX,
Commanding Department of the East.

HEADQUARTERS DEPARTMENT OF THE EAST,
New York, April 21, 1865.

I certify on honor that the facts stated in the foregoing report were derived from the examination of Pratt and Green, except the fact reported of their concealment on board the Corsica, which was reported to me by revenue officer James S. Chalker.

WM. H. LUDLOW,
*Acting Aide-de-Camp and Acting Inspector General,
Department of the East.*

Mr. Adams to Mr. Hunter.

No. 952.]

LEGATION OF THE UNITED STATES,
London, May 11, 1865.

SIR: I have received from Lord Russell a note in reply to mine of the 7th of April last, a copy of which was transmitted to the department with my No. 927, of the 13th of April. Inasmuch as his lordship gives an official response to the two points of inquiry which I was instructed to propose, I send forward a copy of his note at once for the considera-

tion of the President. Now that there seems to be very little left of the elements even of a *de facto* government in the insurgent States, the question raised is likely soon to expire by its own limitation. I perceive that in the House of Commons a question is about to be addressed to the government this evening relative to this subject. Should any reply of interest be elicited, I shall take care to furnish you a report of it.

In the note of Lord Russell he has thought it proper to expand the field of discussion by references to former events in a manner which appears to leave me no alternative to a reply. I am, therefore, now engaged in drawing up such a paper. This will leave entirely aside the two questions, the action upon which is of course reserved for the exclusive judgment of the government, and will relate only to the historical matter which has been brought into play. It will be impossible to get it prepared to send this week.

I am in hopes I shall be able to get a copy to you by the steamer of the next.

I have the honor to be, sir, your obedient servant,
CHARLES FRANCIS ADAMS.

Hon. WILLIAM HUNTER,
Acting Secretary of State.

Earl Russell to Mr. Adams.

[Extract.]

FOREIGN OFFICE, *May 4, 1865.*

SIR: I have had the honor to receive your note of the 7th of April.

A British steamer, the *City of Richmond*, is next alluded to as having been allowed to take supplies from the port of London and to place them on board a French-built steam ram, known as the *Stonewall*; and you found, upon the circumstances to which you have thus alluded, a charge against Great Britain of not only not checking improper depredations on United States commerce, but of aiming at the destruction of the whole mercantile navigation belonging to the people of the United States; and while giving credit to her Majesty's government for endeavoring to check illicit proceedings of British subjects, you allege that the measures adopted in this respect by her Majesty's government have never proved effective, and that the evil of which you complain has its origin in the fact that her Majesty's government recognized the persons in arms against the United States as belligerents, and thereby improperly gave them a status which has led to a long continuance of hostilities; but as the ports held by them have fallen into the power of the United States, the President looked with confidence to a removal, by her Majesty's government, of this ground of complaint. You conclude by expressing a hope that the ships of war of the United States will be welcomed in British waters in the same friendly manner as has been heretofore customary.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Hunter to Sir F. Bruce.

DEPARTMENT OF STATE,
Washington, May 13, 1865.

SIR: I am directed to call your attention to the fact that, pursuant to unofficial intelligence which has reached here, the insurgent ram Stonewall was recently anchored near the port of Nassau, after having captured at least one vessel of the United States on her way from Europe. According to another report, an United States schooner which had been captured by insurgents in Chesapeake Bay had reached another British island, and, though her restitution was asked for by the United States consul there, the request was refused by the authorities.

Assuming this information to be correct, the President of the United States is of the opinion that the time has now arrived when this government must expect those foreign powers which have hitherto recognized the piratical cruisers of the insurgents as entitled to belligerent rights in their ports and on the high seas to withdraw that recognition, and no longer to extend countenance and protection to those plunderers and burners of vessels of the United States. He hopes, also, that you may be authorized, and may deem yourself warranted by your knowledge of the present condition of affairs in this country, to instruct or request those officers of her Majesty's colonial possessions adjacent to the United States to refuse to receive vessels flying the flag of the insurgents.

I am instructed to add, however, that while disclaiming all intention of offering any threat, if it should not be competent for you to adopt the measures referred to, and those authorities should continue to welcome and grant hospitality to the vessels of the insurgents, or should not at once be checked in that course by the authorities at home, this government will deem itself warranted and compelled, with all reasonable courtesies, to adopt any course by which those vessels may be prevented from continuing their piratical ravages upon the commerce of the United States.

I have the honor to be, with high consideration, sir, your obedient servant,

W. HUNTER, *Acting Secretary.*

Hon. Sir FREDERICK W. A. BRUCE, &c., &c., &c.

Sir F. Bruce to Mr. Hunter.

WASHINGTON, May 20, 1865.

SIR: I have the honor to acknowledge the receipt of your dispatch, containing information from unofficial sources on the proceedings of the ram Stonewall, and on the course said to have been adopted with respect to a schooner captured by the insurgents and carried to one of the British islands, of which the name is not given. The dispatch further repeats the substance of the proclamation issued by the President on the 10th of May, and expresses a hope that I may feel myself authorized to instruct or request the officers of her Majesty's colonies adjacent to the United States to refuse to receive vessels flying the flag of the insurgents.

I submitted the above dispatch, as previously the President's proclamation, by the first opportunity, to the consideration of her Majesty's government.

With reference to the power lodged in the governors of her Majesty's

colonies to close a port against a vessel bearing a particular flag, I wish to observe that though a certain discretion may be vested in a governor in dealing with a purely colonial question, the case assumes a very different aspect where the question is one of international rights, the solution of which rests within the power of the imperial government alone, and in which he acts under positive instructions.

In the position I occupy I can only submit to him the views of the government of the United States, with such information as may enable the governor to form an accurate opinion of the condition of affairs in this country.

This I have done to the governor of the Bahamas, and without presuming to express what course, under his instructions, the governor may consider himself at liberty to pursue, I feel convinced that within the limits of his power Governor Rawson will act in the spirit which is prescribed by the duties of good neighborhood, and by an earnest desire to afford no just cause of complaint to the government of a friendly nation.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

FREDERICK W. A. BRUCE.

Hon. W. HUNTER, &c., &c., &c.

Mr. Hunter to Mr. Adams.

No. 1456.]

DEPARTMENT OF STATE,
Washington, June 21, 1865.

SIR: Referring to my dispatch to you of the 8th ultimo, No. 1398, inclosing a copy of a communication of the 1st of May, from the War Department, relating to the information derived from Ernest W. Pratt and Robert Green, concerning the proceedings of the steamer City of Richmond in transferring arms and men to the iron-clad Olinde, I now inclose for your further information, and such use as you may deem proper, an authenticated copy of a communication of the 1st instant from Sir Frederick Bruce, which contains the deposition of six of the crew of the steamer referred to in support of a statement made by Pratt and Green. This paper, as it stands, may be found useful, but it is suggested to you to obtain, if practicable, further affidavits from the same parties as to the part the City of Richmond took in supplying the Olinde with equipment and crew.

Your obedient servant,

W. HUNTER, *Acting Secretary.*

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Sir F. Bruce to Mr. Hunter.

WASHINGTON, June 1, 1865.

SIR: I have the honor to acknowledge the receipt of your note of the 30th ultimo, informing me that the cases of E. W. Pratt and Robert Green, late of the City of Richmond, will receive the early attention of the State Department.

Her Majesty's consul at New York has forwarded to me the inclosed duly authenticated affidavits of the chief engineer, boatswain, and four others of the crew of the above vessel, in support of Mr. Pratt's asser-

tion that he objected to the alteration of the ship's course after passing Ushant.

I beg that due consideration will be given to the statements in these affidavits, and I shall be much obliged to you if you will return them to me when they are no longer required, as well as the shipping articles inclosed in my note of the 17th ultimo, and the discharges of Pratt and Green, which, as I am informed, are now in the hands of the United States government, and which the prisoners are desirous of having restored to them.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

FREDERICK W. A. BRUCE.

Hon. W. HUNTER, &c., &c., &c.

[Inclosure.]

To all to whom these presents shall come :

I, William Webb Venn, of the city of London, notary public by royal authority, duly admitted and sworn, undersigned, do hereby certify and attest that on the date of the date hereof, within my public office, William W. Venn, notary public, personally came and appeared William Stone, Jeremiah Coghlan, Charles Bishop, James Foster, William Grey, and David Williams, the six deponents named and described in the affidavit hereunto annexed, under my official seal, who did then and there, upon my administering to them respectively oath on the Holy Evangelists of Almighty God, solemnly and sincerely swear to be true the several matters and things mentioned and set forth in the said annexed affidavit.

In testimony whereof, I have hereunto set my notarial firm and said official seal, to serve and avail where needful. London; the
[SEAL.] 10th of May. *In fidem.*

WILLIAM W. VENN,
Notary Public.

CONSULATE OF THE UNITED STATES OF AMERICA AT LONDON.

I, Joshua Nunn, deputy consul of the United States of America for London and the dependencies thereof, do hereby make known and certify to all whom it may concern, that William Webb Venn, who hath signed the annexed certificate, is a notary public, duly admitted and sworn, and practicing in the city of London aforesaid, and that to all acts by him so done full faith and credit are and ought to be given in judicature and thereout.

In testimony whereof, I have hereunto set my hand, affixed the seal of the consulate of the United States at London aforesaid, this
[SEAL.] 11th day of May, in the year of our Lord 1865, and in the 89th year of the independence of the said United States.

JOSHUA NUNN.

We, the undersigned, William Stone, late chief engineer of the steamship City of Richmond, and now residing at 6 Arthurs street, Burdett road, Limehouse, in the county of Middlesex, in England; Jeremiah Coghlan, late boatswain of the said steamship City of Richmond, and now residing at No. 3 Craven Cottage, Woodham street, Barking road,

in the said county of Middlesex; Charles Bishop, late quartermaster of the said steamship City of Richmond, and now residing at No. 3 Craven Cottages aforesaid; William Grey, late quartermaster of the said steamship City of Richmond, and now residing at No. 41 Evan street aforesaid, jointly and severally make oath and say, that we severally signed articles to join the said steamship City of Richmond to take said ship to Bermuda, or to one of the other West India Islands; and we hereby severally further say and declare that we were not acquainted, nor, to the best of our knowledge, information, or belief, was Mr. Ernest Pratt, the first mate of the said steamship City of Richmond, acquainted with the intentions of the owners or captain of the said ship in reference to any alteration of the said ship to Bermuda, or to any other of the West India Islands; and we further jointly and severally make oath and say that we were totally ignorant of the nature of the cargo on board of the said steamship City of Richmond; and we further jointly and severally declare that when at sea the first mate, Mr. Ernest Pratt, protested to Captain Scott, the captain of the said steamship, against the alteration that he ordered and directed to be made of the course of the said steamship, but that he, the said Ernest Pratt, as well as the several above-named deponents, were compelled to obey the orders of the said Captain Scott.

WILLIAM STONE.
JEREMIAH COGHLAM.
CHARLES BISHOP.
JAMES FOSTER.
WILLIAM GREY.
DAVID WILLIAMS.

Sworn by the above-named deponents, William Stone, Jeremiah Coghlan, Charles Bishop, James Foster, William Grey, and David Williams, at my public office, in the city of London, this 10th day of May, 1865, before me.

WILLIAM W. VENN,
Notary Public.

Mr. Adams to Mr. Seward.

No. 1017.]

LEGATION OF THE UNITED STATES,
London, July 20, 1865.

SIR: Acting under the directions contained in dispatch from the department No. 1456, of the 21st of June, I have obtained through the agency of Mr. Morse, the consul at this place, certain depositions further to show the part taken by the steamer City of Richmond in supplying the steamer Olinde, *alias* Stonewall, with equipment and crew. Mr. Morse informs me that he has not been able yet to obtain any further evidence from the parties heretofore furnishing testimony, which seems to have been the wish of the government. He is, however, on the watch to find them, and whenever he succeeds he will endeavor to procure it.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

ENFORCEMENT OF NEUTRALITY.

[Inclosure No. 1.]

*Mr. Morse to Mr. Adams.*UNITED STATES CONSULATE,
London, July 13, 1865.

SIR: In compliance with your request of this day's date, I herewith inclose five affidavits, all of which have some connection with the steamer City of Richmond, when she left this port as a supply ship to the rebel ram Stonewall.

The depositions of William Hall and James Davis are quite full and explicit as to the transfer of powder, shot, shell, and rifles, and heavy cases, as well as provisions, from the City of Richmond to the ram Stonewall, at Belle Isle, coast of France.

The deposition of John Morgan shows that a Colonel Krenshaw, said to have been of the rebel army, appeared to control the City of Richmond, which favors the belief that she was really a rebel vessel. I have parties in search of the six men, a copy of whose affidavits you caused to be sent to me yesterday. If the men can be found, and the information you request obtained, it shall be forwarded to you without delay. You will notice by the depositions herewith inclosed, that they were taken some weeks ago. I did not send them to you before, because I expected further information on the subject, and to materially strengthen the case by additional affidavits.

I have obtained several affidavits in reference to the privateer Shenandoah, which, with some remarks concerning rebel maritime operations in this country, I intend to send to you in a few days.

I remain, sir, your obedient servant,

F. H. MORSE, *Consul.*

Hon. CHARLES FRANCIS ADAMS,
United States Minister.

[Inclosure No. 2.]

I, George Hall, of Stockton-on-Tees, England, do solemnly and sincerely swear, that I, being an ordinary seaman in the ship Ellen, of Sunderland, was sent on shore to make a warp fast to the steamboat having hold of her; when I let go the warp I ran down to the dock gate to try and get on board of my ship, but I could not. I then went to the British consul in Dunkirk, and asked him to send me home to my own country, but he would not. I then traveled to Calais; when I arrived there I went to the British consul and asked him to send me home; this he refused to do. I then went down to the dock and asked the captain of the Aid, of Sunderland, if he would give me a passage; he said he would not. Shortly after, I was walking up and down the quay, where the Rappahannock was lying, and an officer came ashore from her and asked me what I was doing, and where I had been. As soon as I answered him, he said "I had better go on board his ship;" I said "No, not without I like." He immediately replied, "If you do not come you will be made;" so I thought it would be better to go voluntarily; I did so, but at the time I did not know what nation she belonged to. The officer when he came to me was in plain clothes. I was then sent on the forecastle, and a watch was placed over me. I was afterwards examined by the doctor, and then sent to the captain's cabin. The articles of war were read over to me (it was then I discovered what the ship was) by the first lieutenant, Mr. Miller, to the effect that I was to engage for three years to serve in the

confederate navy, to sink, burn, and destroy all American merchant shipping. I was engaged as landsman and fireman. To receive £4 6s. 8d. per month, and as soon as I went to sea I was to get £10 bounty. I had to swear on the holy Bible that I would serve on these conditions. I was not long on board before I was anxious to get away, owing to the cruel treatment practiced on the crew. I was placed in irons for one month for being a federal spy; I was innocent of the charge. About five weeks ago, Mr. John Early, known by the name of Captain Early, and who keeps a tobacconist shop in London, brought some men on board; two of them were Spaniards, and had been lodging with him (Mr. Early) for a week. Mr. Miller paid him two months' advance for each of these men, which he kept. They both broke out of irons last Friday week, and deserted from the ship. Mr. Early kept the money for the men's keep while in London, and for expenses. About two weeks after, Mr. Early brought some more men; one of them had been serving in the Florida. The paymaster paid Mr. Early these men's advance, which he also kept for their keep and expenses. On last Monday week Mr. Early also brought on board a man by the name of Gibson; this man was paid off from the Florida, in London, and with others was brought on board by Mr. Early also. On the 28th December last, Gibson and others were sent to London a day or two after, and were to have gone in the City of Richmond, steamer. Gibson missed his passage, and it was then, on last Monday week, Mr. Early brought him back to the Rappahannock; as before stated, he was paid two months in advance, and Mr. Early kept the money. When he took Gibson on board there were no officers to be seen, and Early stopped in Calais that night, and it was on the following day he drew Gibson's money. The night Mr. Early stopped in Calais I met him on shore, and he begged of me never to mention that I had seen him there. William Anderson was shipped and brought on board about four months ago as ward-room steward. He was not long aboard before he was accused of being a northern spy, and was kept in irons a fortnight; when released he was told that should he be caught speaking to any northerners, he would be kept in irons with a watch over him until the ship got out to sea; he would then be hung up to the yard-arm and fired at like a dog. Early also received and kept his advance money.

On Tuesday night, the 10th January, eighty-two men left the Rappahannock. Twenty-one men's names were called and told off to go to Dover; twenty-one more were told off to join a blockade runner in London, and forty men were to go in the Velocity. The hammocks were piped up and the men's names were called out about 11 o'clock; their bags were put on shore and placed in three carts. The men were told that they had to go on board the Velocity, and that they would be put on board a steam-tug, and then on board the City of Richmond, lying in the river Thames; they were to keep everything as quiet as possible, as they were going on a very particular service. Two officers were on deck with loaded pistols, and they threatened to blow any man's brains out that should attempt to escape. The advances for the seaman brought by Mr. Early were paid to him in my presence, and he always signed a paper for them.

GEORGE HALL.

Sworn by the deponent at my office, No. 14 Cornhill, in the city of London, this 28th day of January, 1865, before me,

JNO. CASTLE GENET,

A London Commissioner to administer oaths in chancery.

[Inclosure No. 3.]

I, James Davis, of London, England, stoker, do hereby solemnly and sincerely swear, that I was shipped on board the ship City of Richmond, of London, in the early part of January last, (I was not shipped at a shipping office,) and acted as one of the stokers. She left the Victoria dock on Tuesday, the 7th January, and dropped down to Greenhithe, and between that date and the 10th of January she received on board over three hundred barrels of powder, and some boxes which appeared to be shot; they were heavy; and there were also some very heavy barrels taken on board; they contained shot; these were all taken on board during the night, after all lights had been put out on board, generally between half-past ten and half-past eleven. On the 10th January we left Greenhithe after receiving on board about one hundred men; part of these men came from London, and were brought on board by a man named John Early; I distinctly heard the men say that John Early brought them down; the remainder came alongside from boats which had brought them from the Calais steamer. After they had got on board we weighed anchor and went away, leaving two boat-loads of men which the captain would not wait for, as he had news that he was being looked after, and thought it would be too hot for him; we then steamed to Cherbourg, and staid there some days. I believe he had orders to go, as he would not be allowed to remain there; he went away from there to Nantes, and from there to Belle Isle, and dropped anchor there. The following day a small screw steamer hove in sight, and asked us where from, and what was our cargo. The captain answered, "Machinery from London;" on receiving this answer she steamed away. Two days after this the ram Stonewall came alongside, and a confederate, Captain Davis, went on board of her and arranged to receive cargo from the City of Richmond. The next day the hatches were open, and the powder, boxes of shot, and cases, which I was informed were Minnie rifles, were put on board the Stonewall; there were also barrels of beef, pork, and other provisions put on board. After that we had put all of the stores that were intended for the Stonewall on board, the captain of the City of Richmond issued orders to all the men, that if any of them wished to volunteer to go on board the Stonewall they were at liberty to join her, but must leave the ship as deserters. The carpenter, the fourth engineer, and a steward joined her; and the chief engineer of the Stonewall came to me and wanted me to go as boiler-maker in her, and he offered me £9 a month to join her, but I would not go; he further offered me one month's advance and £18 bounty, and promised to send my wife a half-pay note as soon as we arrived at Bermuda; but I would not go. After we had completed our delivery to the Stonewall, and hearing that some federal men-of-war were in the neighborhood, we hove up anchor and went away, the Stonewall keeping company with us for a day and night, and then we parted; we went then right to Maderia. On arrival there, and as I went on shore without leave, the captain took me and three others before the British consul for coming ashore without leave on Sunday to go to church; the consul threatened to discharge me, and did discharge me against my will; I told him I would see into it as soon as I got home. The captain had previously said we should be discharged at the first port we came to, because we refused to join the Stonewall. We also told the consul that the ship was filled with contraband of war, but he would not listen to us. From there we were sent to Lisbon by Blendy & Co., and when we arrived at Lisbon I then told the consul how we had been discharged, and he said it was illegal. From there we were sent by the same people

to Southampton in the mail boat. I did not sign the shipping articles of the City of Richmond until I arrived at Cherbourg; there were four lieutenants, two engineers, a sergeant of marines, and boatswain in the confederate service, as well as about one hundred men, all passengers, and who went on board the Stonewall.

JAMES DAVIS.

Sworn by the deponent at my office, No. 14 Cornhill, in the city of London, this 13th day of March, 1865, before me,

JNO. CASTLE GANT,

A London Commissioner to administer oaths in chancery.

[Inclosure No. 4.]

Affidavit, &c.

I, William Hall, of Dover, Kent, England, fireman, do hereby solemnly and sincerely swear, that I was shipped from Tower Hill shipping office as stoker for the steamship City of Richmond. I signed articles there to serve for a period not exceeding four months on a voyage to the West Indies, or the east coast of North America. She left Victoria dock on Tuesday, the 7th January, and dropped down to Greenhithe, and between that date and the 10th January she received on board about two hundred barrels of powder and some boxes, which appeared to be shot. They were very heavy, and there were also some very heavy barrels taken on board; these were all taken on board during the night, from a lighter or sailing barge, after all lights had been put out on board, between half-past ten and half-past eleven. On the 10th January we left Greenhithe after receiving on board about one hundred men, and some confederate officers; part of these men were from Liverpool, and had just been discharged from the Florida, part from the Rappahannock at Calais. They came in the Calais steamer, and the remainder were brought on board by a man named John Early. Some of the men that went down with Early were from the Rappahannock also. After they had got on board we went away, steam and anchor being up ready, leaving two boat-loads of men, which the captain would not wait for, as he had news that some person was watching him. We then steamed to Cherbourg and staid there some days. While there all the stokers met in the stoke-hole and told the engineers that we did not wish to go any further in the ship. The chief engineer said, you have signed articles to go in the ship, and you must remain in her. We did so, but very reluctantly. We thought if we did not do so, having such a mob of men and officers for the confederates, we would be made, and consequently roughly handled. I told the engineer that owing to the cargo and the men she had on board, they could not by rights compel me to stop, but, unfortunately, I could not help myself then. After remaining in Cherbourg four or five days we steamed away, owing to the captain having received notice to leave the port. We went away from there to Nantes, and from there to Belle Isle, and dropped anchor there. The following day a small screw steamer hove in sight, under French colors, deeply laden, and asked us our name, cargo, and where from, and where bound for. The captain answered, the City of Richmond, from London, with machinery, bound for the West Indies. On receiving this answer she steamed away. Two days after this the ram Stonewall came alongside,

flying the Danish flag, and a confederate captain, Davis, whom I know well, having sailed with him in the *Run Her*, when she was wrecked at Terceira, and who left London in the *City of Richmond*, went on board the *Stonewall*, and arranged to receive cargo from the *City of Richmond*. At this time the confederate officers and men said, that is the ship that will give the Yankees a doing. This Davis acted the same as captain of the ship from London. The next day the hatches were open, and about half of the powder, boxes of shot, cases of rifles, boarding grapnels, powder magazine cases, barrels of beef, pork, other provisions, clothing, and some coals, were put on board. By this time the same small French steamer hove in sight, and went alongside the *Stonewall* and delivered her cargo to her, and when done took a portion of the crew away that brought the *Stonewall* to Belle Isle. When we had finished putting all the stores that were intended for the *Stonewall* on board, Captain Scott, of the *City of Richmond*, issued orders to all the men, that if any of them wished to volunteer to go on board the *Stonewall* they were at liberty to join her, but must leave the ship as deserters. The carpenter, the fourth engineer, and a steward joined her. The chief engineer of the *Stonewall* came to me several times and begged of me to join his ship, offering me seven pounds a month, ten pounds bounty, and a month's advance, and a half-pay note, to be payable at a house in Liverpool, (I believe Messrs. W. G. Crenshaw & Co. I was paid by this firm my wages on my return.) But I would not go. We then heard that some federal men-of-war were in the neighborhood. We hove up anchor and went away, the *Stonewall* following, but keeping more under the land after leaving the island. She kept ahead of us for a day and night, and then we parted. We went then right to Madeira, and arrived on a Saturday. The following day I asked for leave to go ashore, was refused, and told that no one would be allowed to go. As I was anxious to get ashore to inform the British consul what had transpired, with the view of being taken out of the ship and sent to England, (for I did not like the idea of going in her, having still contraband of war on board,) I called a boat and went ashore. The officer on deck, as I was leaving, said to me, mind, you are deserting the ship by going without leave. I said, I am not going to desert; I will be here to my duty at six o'clock in the morning. He then told the quartermaster not to allow me on board if I returned. When on shore I was told I could not see the consul. I then returned to my ship at six a. m. on Monday, without being seen, and reported myself for duty. The chief engineer told me I was not to do any more work on board the ship. I went to the captain, who said, I will discharge you to-day if I can. He then took me with three others ashore to the British consul. I and two others who went ashore together on the Sunday were charged by Captain Scott with deserting from the ship, stating that for that reason he wished to discharge us. The consul said we should have to take our discharges. I then said to the captain, before the consul, it is not for that you are discharging me; it is because I would not join that confederate privateer ram. The captain answered that he knew nothing of privateers; that he had put some cargo on board a vessel flying the Danish flag, also some passengers. The consul then spoke up and said, you fancy you have got the captain up in a corner. If I was to listen to all that is told me about privateers, I would have enough to do. The consul was told by James Davis, "Mind, sir, we are Englishmen; you here represent our government; that ship has contraband of war on board, and for the confederates, and we will seek redress when we get home." I then told the consul that I would try and obtain satisfaction also. He then ordered us out of his office like dogs,

and told us to wait till we were called. In about twenty minutes the consul called us into his office, and said, "Here you are; here is your discharge, and you had better take them now, for the ship will only be like a hell to you if you go in her." He then gave us our discharges and said, your wages and expenses will be paid by the owners. We were then taken to an inn, and sent by Blundey & Co. to Lisbon. When we arrived there we went to the British consul and told him how we had been discharged, and he said it was illegal. And from Lisbon we were sent to Southampton by the same firm in the mail boat. The confederate captain, Davis, went to Madeira in the City of Richmond with us, and was on board when we left there; and I believe, and so did the crew, that the cargo then in the City of Richmond was for another confederate privateer. There were some officers, I believe, lieutenants, two engineers, a sergeant of marines, and a boatswain in the confederate service, as well as about one hundred men, all passengers, and who went on board the Stonewall.

WILLIAM HALL.

Sworn before me at my office, No. 14 Cornhill, in the city of London, this 14th day of March, 1865. Before me,

JOHN CASTLE GANT,

A London Commissioner to administer oaths in chancery.

[Inclosure No. 5.]

I, Thomas Gibson, of Newcastle, England, fireman, do sincerely and solemnly swear, that I with others was discharged and on leave in London from the Confederate States steamer Florida, and about the 10th of January last, our leave having expired, we were all collected together. Some were lodging with John Early, tobacconist, of High street, Shadwell; the others with different boarding-house keepers about the highways. This John Early is a shipping master for the confederate service. He, with others whom he employs, when they had collected us together on the above-mentioned date, sent us in two lots to the London Bridge railway station. Mr. Early took tickets for Greenhithe for about thirty men, and took them on board of an English steamer lying off that place, called the City of Richmond; the remainder were taken by a runner engaged by Mr. Early, by the name of Frederick Waters, in the next train. I was among this lot. When we arrived at Greenhithe we found steam was up and the City of Richmond under way. I and another took a boat and pulled after her, hailing her at the same time. Mr. Early went away in her; she steamed away quite fast, and some one from on board called out to us to go back and return to London. I landed again at Greenhithe. Altogether there were nine of us left behind, and Frederick Waters brought us back to London. About three days after this, all, with the exception of myself, joined the Rappahannock at Calais. On the 16th January I found out that Mr. Early had returned. I then went to him. He asked me what had become of the others that were left behind at Greenhithe; I told him. He then asked me if I had money enough to go to Calais and join the Rappahannock; I replied that I had not. He then took me to Calais with as little delay as possible, paying all expenses, and handed me over to the senior officer on board of the Rappahannock. I was paid off, along with about forty others, on Monday, 27th March. Two men were discharged on the Thursday pre-

vious and accused of being federal spies. There was only one stoker, two coal-trimmers, one seaman, the master-at-arms, and a steward kept on board. This sudden discharging of hands surprised us very much. for we all knew that they required as many men as they could get. When we left it was rumored that the ship was going on the gridiron to have her bottom cleaned and overhauled. In the mean time some slight repairs were going on about her engine gear, and when completed she was to sail from Calais. I must here also state, that if Mr. Early had not taken and shipped me on board of the Rappahannock, I would not have gone.
 THOMAS GIBSON.

Sworn by the deponent at my office, No. 14 Cornhill, in the city of London, this 4th day of April, 1865. Before me,
 JOHN CASTLE GANT,
A London Commissioner to administer oaths in chancery.

[Inclosure No. 6.]

CONFEDERATE STATES STEAMER RAPPAHANNOCK,
Calais, France, March 27, 1865.

This is to certify that Thomas Gibson, coal-heaver, aboard the Confederate States steamer Rappahannock, has this day been paid off, and honorably discharged from the naval service of the Confederate States, and he is entitled to a share of any prize money due the Confederate States steamer Florida for captures made between the 28th day of June, 1864, and the 7th day of October, 1864.

DOUGLAS F. FORREST,
Assistant Paymaster, Confederate States Navy.
 CHARLES M. FAUNTLEROY,
Lieutenant Commanding, Confederate States Navy.

Age, twenty-eight years; height, five feet ten inches; complexion, fair; color of eyes, blue; color of hair, light brown; place of birth, Newcastle, England.

CONSULATE OF THE UNITED STATES, LONDON.

I hereby certify that the foregoing is a true and faithful copy of the original discharge exhibited to me in this consulate by Thomas Gibson, April 4, 1865.

JOSHUA NUNN, *Deputy Consul.*

[Inclosure No. 7.]

I, John Morgan, of Galway, Ireland, but a citizen of the United States of America, and now residing at No. 2 Alsop's Buildings, Back Road, St. George's in the East, London, do solemnly and sincerely swear, that when residing at Nassau, about the latter end of February, or the beginning of March last past, the steamship City of Richmond arrived there. There was at that time a dispute among the crew that shipped in her from London, with respect to promises made to them at Bermuda by the captain that left the port of London with them. The captain at Bermuda was concealed from the crew, and another captain placed on

board, but the crew refused to proceed in the ship without him. He was consequently placed on board again and took the ship to Nassau. When he arrived on board he told the crew that they having stood by him, he would make it as good as two round trips in the blockade, which the crew understood to be worth to them about \$300 each. On arrival at Nassau a confederate agent, by the name of Colonel Krenshaw, seemed to take all responsibility of the ship; he arranged everything connected with the ship with the customs, and others in authority. The crew were taken on shore and provided with board and lodging; they were paid in the custom-house, and their passage money to send them home to England was also lodged with the custom-house authorities, excepting an engineer and another officer, who both went to New York. A reference to the newspapers at Nassau will corroborate this part of my statement; and, further, this Colonel Krenshaw was the chief agent, assisted by his relations, for the confederates. He was the person who arranged all matters for the City of Richmond, likewise the Virginia, Florence, Rattlesnake, and the ship afterwards named the Tallahassee. Immediately after the crew were paid off from the City of Richmond, a number of men were employed from on shore to keep the ship, engines, &c., clean, at the rate of one dollar per day and their victuals, but after working fifteen days they were paid at the rate of only \$15 per month. She delivered her cargo as follows, then lying in the stream, on board the Emergine, a blockade-runner, bound to Galveston; part of the cargo consisted of telegraph wires and provisions; the remaining portion being packed in cases, and of different sizes, I could not ascertain the contents. I joined the City of Richmond on the 18th May last, with several others, at Nassau, and we signed articles on board the ship in the presence of a Mr. Field, who represented himself as chief officer, as follows: to proceed to any one or more ports in the Atlantic, and from thence to any port in the United Kingdom; no term of time was mentioned. I was induced to join her on account of the extraordinary good wages offered. I agreed as seaman for \$40 per month, and to receive a month's advance; but the advance was not to be paid, as was usual with all blockade-runners, until we had passed the bay. Colonel Krenshaw was on board, and paid me in the captain's cabin, along with the rest of the crew. From Nassau we went direct to Bermuda, with nothing but coals on board. Our captain, Mr. Henry Holgate, was formerly captain of the blockade-runner Let-Her-Rip, which was captured by federal cruisers; we also took with us from Nassau the chief engineer of the Nashville, his wife and child. He did the duties of chief engineer on board of us during the passage. We had also four other persons of gentlemanly appearance on board as passengers; who they were I cannot say. We stopped at Bermuda three days, and took in coals, and sailed from there to the island of Terceira; coaled again and proceeded to this port. We were all paid off at the Tower Hill shipping office. I must also add, that the City of Richmond hoisted the confederate flag at the fore when at Nassau, and so did all the blockade-runners; some of them hoisted the confederate flag at the peak as well as at the fore, viz: the Coquette, Hattie, Colonel Lamb, Laurel, and the so-called Tallahassee. While I was at Nassau I took Captain Maffit and some men from the Tallahassee, who, after running as a privateer, changed her name. These men I put on board the Owl, a blockade-runner. Captain Maffit shipped some more men on shore, and I was given to understand the Owl was going to land her cargo on the Florida coast. When the City of Richmond left England she had her funnels painted white; while away from England they were

painted black; and on approaching England they were painted white again; and further, that of the crew that arrived in this port, the second mate only still continues serving on board, and he is engaged to go away in her. I am quite confident, from what I know, personally and otherwise, that the City of Richmond is engaged to continue working for the confederates on a secret service from this port to Havana, thence to Matamoras or Rio Grande. There is now in the Victoria dock a steamer lying head on to the custom-house, who has engaged the crew of the unsuccessful blockade-runner Florence, to go in her on the same secret service, to Havana. Colonel Krenshaw came on board of us at Nassau, and we brought him to London with us; he now superintends the managing of the City of Richmond.

JOHN MORGAN.

Sworn before me, at my office, No. 14 Cornhill, in the city of London, this 5th day of June, 1865. Before me,

JOHN CASTLE GANT,

A London Commissioner to administer oaths in chancery.

I, James Locker, of Liverpool, England, seaman, do solemnly and sincerely swear that I have read the within statement of John Morgan, and can testify to the truth of all he states.

JAMES LOCKER.

Sworn before me, at my office, No. 14 Cornhill, in the city of London, this 5th June, 1865. Before me,

JOHN CASTLE GANT,

A London Commissioner to administer oaths in chancery.

I, Charles Ellys, of Galway, Ireland, do solemnly and sincerely swear that I shipped in the City of Richmond on the 18th May last, and can testify to the truth of John Morgan's statement from that date.

CHARLES ELLYS.

Sworn before me, at my office, No. 14 Cornhill, in the city of London, this 5th June, 1865. Before me,

JOHN CASTLE GANT,

A London Commissioner to administer oaths in chancery.

Mr. Hunter to Mr. Adams.

No. 1501.]

DEPARTMENT OF STATE,

Washington, August 5, 1865.

SIR: I have to acknowledge the receipt of your dispatch of the 20th ultimo, No. 1017, transmitting, through the agency of Mr. Morse, our consul at London, the depositions of certain parties, which fully indicate the part taken by the steamer City of Richmond in supplying the Stonewall with armament and crew.

I am, sir, your obedient servant,

W. HUNTER, *Acting Secretary.*

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

CASE OF THE PAMPERO.

Mr. Dudley to Mr. Seward.

[Extract.]



No. 130.]

UNITED STATES CONSULATE,
Liverpool, September 12, 1862.

SIR: I was mistaken in my dispatch from Glasgow, when I said the steam frigate building there would be launched in two months. She will not be launched much before next spring, and not finished before May of next year. At least so the workmen in the yard stated, but adding at the same time that she was to be pushed as fast as possible. She is to be two hundred and seventy feet long and will measure, when completed, upwards of three thousand in tonnage. Her cost of construction is to be something over £300,000. The stem-post is up and about one-half of the ribs set; the stem-post is straight and perpendicular, but is to have a solid piece of iron to project about eight feet immediately under the water as a ram. The keel, ribs, stem-post, and all the frame-work are of iron. The inside is to be lined with wood and the outside coated with iron plates four and three-quarters inches thick. The builders are James and George Thompson, of Glasgow. A large number of hands are engaged, as many as can work to advantage upon her. The people of the town and the workmen do not know for whom she is being built. The builders tell them it is for a foreign government, but decline to give the name of the government. The workmen think she is intended for the southern confederacy. I have but little doubt about her character. The officers on the *Alabama*, late 290, as well as those on the steamer *Bahama*, on her return from the Azores, stated that there was a vessel building at Glasgow, on the Clyde, for the confederate government. This is the only one building there, (except one for the British government.) Everything about her, the people who visit and superintend her construction, the secret manner in which she is being built, and the refusal of the builders to state for whom they are building her, all indicate that she is intended for the rebel government. Mr. Prettyman, the acting consul for the United States at this port, will no doubt be able to obtain positive evidence, which he will report to the department.

Iron plates, intended as armor for some vessel, have been shipped from Liverpool for Hull. On the occasion of my visit to that town, I learned that these plates were sent from Hull to the continent. Recently others have been sent, also eight cannon, intended for a naval vessel. The foreman in the foundry where these plates were made stated to one of my men that they were for the confederate government in the United States, and to be used on a vessel building for that government.

This morning the *Liverpool Journal of Commerce* published the article inclosed, marked No. 1. The editor of this paper is in the pay of the rebels, and is in correspondence with Mr. Slidell, in Paris.

I have the honor to be, sir, very respectfully, your obedient servant,
THOMAS H. DUDLEY, *Consul.*

Hon. WILLIAM H. SEWARD,
Secretary of State.

[From the Liverpool Journal of Commerce, September 12, 1862.]

THE AMERICAN BLOCKADE—THE CONFEDERATE NAVY.

Active preparations are now being made, both here and on the continent, for the completion of the contracts for the confederate navy. The iron plates used for the construction of the gunboats on the continent are manufactured in England, and vary from three and a half to four and three-quarters inches in thickness. The plates are all made upon a new patent process, and are superior to those used in the building of the *Oreto* and *Alabama*.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 154.]

UNITED STATES CONSULATE,
Liverpool, November 4, 1862.

SIR: Soon after my returning from my visit to Glasgow, I addressed letters to the United States ministers at Paris, Madrid, Lisbon, Brussels, the Hague, Copenhagen, Stockholm, Berlin, Vienna, Turin, St. Petersburg, and Constantinople, and to the consul general at Alexandria, Egypt, and the consul at Athens, informing them that an iron-clad steamer was being built at Glasgow, by George and James Thompson, for some foreign government, which I suspected was intended for the southern rebels, requesting them to ascertain from the governments to which they were respectively accredited if said vessel was intended for said government. Answers have been received by me from all except Stockholm, Madrid, and the consul general at Alexandria. They have all made inquiry at the proper department and state that the vessel in question is not being built for any of these governments. This is negative kind of testimony, but quite conclusive, so far as it goes, that she is not intended for any of these governments. My information, independent of this negative testimony, satisfies me that there is not much doubt about her true character. The officers on the *Alabama* spoke of her as being built for them to one of the captains whose ship they had destroyed; and on Sunday last one of the workmen out of Mr. Laird's yard informed my man that there was an iron-clad building at Glasgow for the South, said it was talked about and well understood among the men in the yard. All this, with what I learned when at Glasgow, satisfies me that there is no doubt about her.

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Mr. Seward.

No. 357.]

LEGATION OF THE UNITED STATES,
London, March 27, 1863.

SIR: I have the honor to transmit copies of two notes, dated the 21st and 23d of this month, which have passed between Lord Russell and

myself, respecting certain operations of the rebels in fitting out an armed vessel at Glasgow. It is proper to mention that the investigation appears to have been initiated by his lordship upon information not furnished from this legation, and that his communication to me was perfectly spontaneous.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, March 21, 1863.

SIR: I have the honor to inform you, with reference to the report that vessels of war were being built at Glasgow for the so-styled Confederate States, that it appears from information collected by the commissioners of customs that there are only two large steamers in course of construction at the yard of Messrs. Thompson and Company; that one of them has the appearance of being constructed to receive armor plates; but that her bottom is not more than half plated, and that the planking of her top sides has only just been commenced.

The other is a screw steamer, intended for Messrs. Burns, of Glasgow, and is to be employed in the Mediterranean trade. Neither of these steamers, however, can be completed for several months.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, March 23, 1863.

MY LORD: I had the honor to receive your lordship's note of the 21st instant, apprising me of the preparations making in the yard of Messrs. Thompson & Co. of a vessel evidently constructed for hostile purposes. Information of the same nature received from other sources has led me to a belief that this is one of a number intended to carry on the piratical species of warfare practiced by the insurgents against the commerce of the United States, in accordance with the plans laid down in the intercepted correspondence which I had the honor some time since to lay before you. It is a source of much gratification to me to learn that this proceeding is exciting the attention of her Majesty's government.

I pray your lordship to accept the assurances of the highest consideration with which I have the honor to be, my lord, your most obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Mr. Adams to Mr. Seward.

[Extract.]

No. 493.]

LEGATION OF THE UNITED STATES,
London, September 10, 1863.

SIR:

There is, however, still one very large and formidable steam vessel on the stocks at Glasgow, which I am led to believe to be intended for the rebels. Mr. Dudley, the consul at Liverpool, reports five others, of smaller dimensions, in preparation there likewise. As yet, we have not obtained any evidence upon which to rest a remonstrance against their departure. Efforts will, however, be made, which, in conjunction with the more decided tone of the government, may possibly deter the builders from proceeding in their work. Nothing will do more good, however, in Europe, than a few more accounts of what is done by General Gilmore's cannon. They are as effective in dispelling delusions as in breaking down the material resistance of brick and stone. We anxiously await the later reports.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

HON. WILLIAM H. SEWARD,
Secretary of State.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 165.]

LIVERPOOL CONSULATE,
Glasgow, October 13, 1863.

SIR: I have been here since last Saturday, aiding, so far as I can, our consul at this port in getting up evidence to stop the two vessels building here for the confederates. I say two vessels, for now there is no more doubt about the combination vessel called the Canton, and to which I have alluded in previous dispatches, than there is about the ram. Mr. Underwood, who had grave doubts about her when I was last here, is now quite as well satisfied as I am about her character; and if he has not already written to that effect to the department, will do so in a very few days. Her hull is entirely finished; masts in, and all the rigging on; her port-holes for guns cut; bracing-bolt and rings for the guns, shot lockers and powder magazines in; and she was to have been launched yesterday. Every preparation was made, when they became frightened. The boilers and machinery were all that remained to complete her. They are now taking out the ring-bolts, magazines, and shot lockers, and stripping her of everything that indicates a war purpose. They are, I am told, even closing up the port-holes. This will probably delay the launch for two weeks, but when she goes into the water there will be nothing in or about her to designate her character as a war vessel.

The Canton is bark-rigged, and very much the same model as the Alabama, but larger, with a greater draught of water, and capable of carrying, as she no doubt will, a much heavier armament. Mr. Underwood, our consul, is doing all he can to get up a case against her. I brought up two of my men to aid him, and shall leave them here for a time, but

as yet he has no positive or direct proof. There are persons enough who know all about her, and who will tell you in confidence, but who are unwilling to make an affidavit, and there is no means provided in the law to compel them. The people here, as in Liverpool, seem to be disposed to assist, as far as they can, these people in their wicked and unlawful schemes against our government. Fearing that we shall fail to obtain the necessary evidence, and being entirely satisfied that this vessel, the *Canton*, is a war vessel intended for the insurgents and to cruise against the United States, I would respectfully suggest the propriety of sending over at once sufficient war vessels to seize her when she sails. In view of the stopping of the rams at Liverpool, and the evident alarm of the builders here, it is quite probable that they may send her off as soon as launched, and put her machinery, &c., in at some port entirely outside of the United Kingdom.

* * * * *

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Mr. Seward.

No. 525.]

LEGATION OF THE UNITED STATES,
London, October 23, 1863.

SIR: On the 17th instant I addressed a note to Lord Russell, calling the attention of her Majesty's government to a war vessel now being prepared at Glasgow for the insurgents in the United States, called the *Canton*. Copies of that note, of its inclosure, and of his lordship's acknowledgment, are transmitted herewith.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, October 17, 1863.

MY LORD: It is with great regret that I find it my duty once more to call your lordship's attention to the efforts making in this kingdom to aid the insurgents in America in carrying on their resistance to the government of the United States. I have strong reason for believing that, in addition to a very formidable steam ram now in process of construction at the port of Glasgow, but not yet so far advanced as fully to develop her character, there is another steamer ready to be launched, called the *Canton*, having all the characteristics of a war vessel, which is about to be fitted up and dispatched with the same intent from the same place. I beg leave to submit to your lordship's consideration some extracts from a letter addressed to me by W. L. Underwood, esq., the consul of the United States, giving some information in regard to this case. Mr. Underwood himself entertains no doubt of the destination of this vessel, although from the secrecy used in the process of construction and prepa-

ration, itself a cause of suspicion, he has been slow in gaining evidence on which to base a representation.

Not doubting that her Majesty's government will take all suitable measures to ascertain the correctness of these allegations, I pray your lordship to accept the assurances of the highest consideration with which I have the honor to be, my lord, your most obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Mr. Underwood to Mr. Adams.

[Extracts.]

UNITED STATES CONSULATE,
Glasgow, October 15, 1863.

SIR: It is my unpleasant duty to inform you that recently it has come to my knowledge that a ship of war, in addition to the formidable iron ram of which I have heretofore given you information, is now being built, and nearly ready to launch, in the ship-yard of Messrs. James and George Thompson, of this city, intended for and belonging to the Confederate States. She is after the model of the rebel ship Alabama. "Canton—London," are the words gilded on her stern. She is a clipper-built screw steamer, with three masts, two of which are iron, one of wood. Her length is from two hundred and eighty to three hundred feet from stem to stern; her beam about fifty-six feet. Her frame is iron, bordered up with teak-wood planking, about five inches thick in the inside, up to the water mark. She is pierced with four large port-holes and four smaller ones on each side, making sixteen in all; the larger ones seem suited for the sweep and play of pivot guns. She is constructed to carry the greatest portion of her coals in iron side pockets between decks, so as to give an unobstructed passage clear through from one fire-room to the other. Her water draught is marked fifteen feet. Has "eye-bolts" in her sides, suitable for and intended to handle and secure her guns. She is donkey or bark-rigged, and altogether similar to the Alabama, the only difference being that she has an iron frame, while the Alabama has a wooden one. She is probably from twelve hundred to fifteen hundred tons burden, can be launched at any day, and is understood to be only waiting for the spring tide. Her propeller is two-bladed, and of composition metal, very hard, being a mixture of brass and copper, with the flanges so constructed that, in case one is injured, another may be put in its place without interfering with the bush. She is known in the yard as the "frigate." She has a screw hoisting gear for lifting her propeller, and when it is up, has a stern that falls down and makes her appear like a sailing ship. Her cylinder is sixty inches in diameter. Until now the eye-bolts and fixtures for running her guns in and out, her port-holes, and other characteristic contrivances that mark her a war vessel, were all visible and apparent, and with them so it was intended to have launched her on some day of last week.

* * * * *

But in order to conceal the character of the vessel, and thus elude the vigilance and avoid the interference of the government, these characteristic fixtures have been and are being removed. The eye-bolts for the gun gear have been drawn, their holes stopped and effaced and the bolts stored away, to be replaced when the ship gets to sea. The doors or shutters

of the port-holes are to be taken from the hinges; the hinges removed, and the shutters to be screwed or fastened over the port-holes, so as to present a clean side until she gets out. It is not expected she will take on her armament here. On the contrary, it is understood that, as soon as launched, she will take her boilers and heaviest machinery aboard, and will then be immediately towed to some place, to me unknown, to which her remaining machinery will be transported on another vessel, and then be taken on board by her.

* * * * *

The managers of the Canton are fraudulently seeking to evade responsibility by taking advantage of what is understood to be the *letter* of the British rule as to a war vessel's responsibility in leaving her ports armed, &c., while by this very fraudulency they are additionally criminal, since her hostile intent is as flagrant and clear as if she had her guns on board.

* * * * *

I can only hope you will lay this case before the British government, and that in its own wisdom it will take immediate steps to investigate the facts I have suggested, and to afford such restraint or remedy as may be consistent alike with its honor and duty.

I am happy to add that the Scotch law affords, as I am advised, peculiar facilities to such preliminary investigations as may be adopted in this case, inasmuch as, unlike the common law, it tolerates and permits an inquiry and interrogation under oath of the party immediately implicated.

I have the honor to be, sir, your obedient servant,

W. L. UNDERWOOD,
United States Consul.

Hon. CHARLES FRANCIS ADAMS,
United States Minister, London.

—
Earl Russell to Mr. Adams.

FOREIGN OFFICE, *October 19, 1863.*

SIR: I have the honor to acknowledge the receipt of your letter of the 17th instant, and its inclosures, relative to a vessel said to be in course of construction at Glasgow, intended for the service of the so-styled Confederate States, and I have to state to you that I have lost no time in communicating copies of the same to the proper department of her Majesty's government, in order that immediate inquiries might be made into the subject.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

—
Mr. Dudley to Mr. Seward.

[Extracts.]

No. 172.]

UNITED STATES CONSULATE,
Liverpool, October 29, 1863.

SIR: On Monday last I went to Glasgow, at the request of Mr. Underwood, to advise with him about the vessels building by the Messrs.

Thompson, for the confederates, and more particularly the steamer called the Canton, which is to be launched to-day.

As yet we have no positive evidence to show that the Canton is for the confederates. It seems to be almost impossible to obtain direct evidence upon this point, and all that we now have is circumstantial. They have taken out and covered up everything in her that goes to show her a war vessel. The port-holes are closed up and painted over, so as not to show, but can be opened at any moment. Mr. Adams made a representation to the British government, based upon a dispatch of Mr. Underwood, about this vessel. They sent to the collector at Glasgow to investigate and report upon it; he has done so, and sent in his report, but like the collector at Liverpool, in the case of the Oreto and Alabama, has whitewashed the vessel.

As I have stated in previous dispatches, I have no doubt about this vessel; she is for war purposes, and intended for the confederates. She will be taken to some other port to receive her armament. I am afraid our evidence will not be strong enough to induce the government to detain her; hence I think there should be vessels in these waters, or in the neighborhood, to seize her when she goes out.

The Canton is a fine-looking vessel, with three masts and bark-rigged with wire rigging, in model resembling the Alabama, but much larger. One report I have says three hundred feet long; another, two hundred and fifty feet, with fifty feet beam. She will draw fifteen feet of water when loaded. Her frame is of iron of unusual strength; her planking over the bottom part of hull, up as far as the wales, is four and a half inches thick; above this it is of iron. The bottom is coppered with pure copper. The frame in which the screw works is a composition of copper and brass. The screw itself is a patent, just like that in the Alabama, and so constructed that they can take out one of the blades that may be injured, and put in another without interfering with the bush. Her lines are fine, and judges pronounce her a fast sailer under canvas alone. From a man who was in the Alabama, and who knows all about engines, and who has been over this vessel and seen the engines, I learn that she is pierced for twelve guns, six on each side, and for three pivot guns; that she has a bulk-head up and a double stern; that she has what are known as low-pressure condensing engines; cylinder sixty inches in diameter; piston two feet and nine inches stroke, to work horizontally, and to be placed some five feet below water line. Her boilers are four in number, with flat tops, also placed five feet under water, with coal-bunkers at the sides and over the tops, so constructed as to completely guard them from shot. He describes the boilers and engines as just like those in the Alabama, only larger. He says the engines will be of three hundred and fifty horse-power, nominal. She has two fire-rooms communicating, one funnel, telescopic. It will take some four or five weeks to complete her after she is launched.

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 181.]

UNITED STATES CONSULATE,
Liverpool, November 12, 1863.

SIR: Mr. Underwood, our consul at Glasgow, made a formal application to the collector at that port to stop the frigate Pampero (late Canton) under the foreign enlistment act, on Tuesday last, on the ground that she is a war vessel built for the so-called confederate government, intended to commit acts of hostility and make war against the government and people of the United States. The application is based upon affidavits, among them his own, and mine, about the intercepted dispatches which are now in my hands. I regret to say that there is no positive and direct testimony among them, showing the vessel to be built for the confederates. They show her to be built as a war vessel; that she is not adapted for commercial purposes; that she has port-holes; had ring-bolts for guns, and other fittings to adapt her for a war vessel, that some of the ring-bolts have been taken out; others cased in with temporary casing, and the port-holes closed up with screws, &c. The evidence that she is for the confederates is entirely circumstantial and hearsay; that the foreman and men in and about the yard represent her as being for the confederates, &c. It was thought best to make the application at once, upon such evidence as we had, for fear she might slip out. This does not prevent us from filing additional affidavits, if we should discover anything new or material. Mr. Underwood is to send to Mr. Adams copies of the application and affidavits, to be laid before Earl Russell. I presume he has already done this.

* * * * She had the name "Canton, of London," in gilded letters on her stern. The day before she was launched "Canton" was taken off and "Pampero" put in its place. She was christened by Mrs. Galbraith, the wife of the Galbraith of the house of P. Hendrickson & Co., of Glasgow. This is the same house referred to in George N. Sanders's memorandum, among the intercepted correspondence, as the house of Galbraith & Co., of Scotland. Mr. Underwood tells me she has some fifteen valves in her bottom for the purpose of flooding her magazines, or of sinking her down in the water during an engagement, and that she has donkey engines to pump her out again. She will have great speed and prove a most mischievous and dangerous craft to our merchant vessels if she gets off. She will be finished and ready for sea in about two weeks. Captains North, Sinclair, and Terrant are now living all in one house in Glasgow, *incognito*. They are superintending this vessel and the rams. I think it probable that one of them is to take command of her when finished. * * * * *

I am, sir, very respectfully, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Mr. Seward.

No. 539.]

LEGATION OF THE UNITED STATES,
London, November 19, 1863.

SIR: Having received copies of some depositions which Mr. Underwood, the consul at Glasgow, had caused to be prepared and sent in to the col-

lector of that port, touching the construction and outfit of the steamer Canton, *alias* the Pampero, I concluded to transmit them to Lord Russell, together with a note. Copies of this note, of the other papers, and of his lordship's acknowledgment, are herewith transmitted. There is increasing difficulty in obtaining evidence of intent since the animus of the government has become the source of greater apprehension.

I have the honor to be your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, November 14, 1863.

MY LORD: I have the honor to submit to your consideration copies of a number of additional depositions taken before the collector at Glasgow, all going to corroborate the evidence already presented touching the outfit and preparation of the steamer Canton, *alias* Pampero, for objects similar to those now prosecuted by the Japan, *alias* the Georgia, issued from the same port.

I pray your lordship to accept the assurances of the highest consideration with which I have the honor to be, my lord, your most obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Deposition of W. L. Underwood.

I, Warner Lewis Underwood, of No. 5 Newton Terrace, Sanchiehall street, in the city of Glasgow, in the county of Lanark, make oath and say, that I am consul of the United States of America for the port of Glasgow and its dependencies; that I have now resided in Glasgow in discharge of the duties of the said consulate for upwards of one year; that shortly after my arrival here, my attention was called to the fact that there was being built in the ship-yard of Messrs. James and George Thompson, of Glasgow, a vessel-of-war for the use of the so-called Confederate States, then in rebellion against the United States of America, known as the Ram, and now in process of construction and unlaunched in the yard of the said James and George Thompson, being a formidable iron-clad vessel of war; that some months ago I learned that a further vessel was in course of construction by the said James and George Thompson, and the said last-mentioned vessel has been recently launched from the ship-yard of the said James and George Thompson, and is now lying in the river Clyde, at or near to the foot of Finnieston street, Broomidun; that my attention was further directed to the construction of such vessels of war, and to the object of their construction, by a perusal of the intercepted correspondence between the agents of the confederates in America and those in Europe, which is more particularly referred to in the accompanying affidavit of Mr. Thomas Haines Dudley, to which reference is here made, and which is adopted and made part of

this affidavit, a copy of said correspondence having been sent to me by the United States Secretary of State; that before being launched, the said last-mentioned vessel had gilded on her stern the words "Canton, London;" that on the day she was launched the word "Canton" had disappeared, and the word "Pampero" was gilded where it had been, and also was seen on a flag which floated from one of her masts; that I was present on the immediate opposite side of the Clyde at the time of the launch, the river being there, in my judgment and opinion, about two hundred yards wide; that I was in full view of the ship, and, besides, had a strong glass with which to aid my vision; that there were not a great many persons present, but I had pointed out to me, by a gentleman who knew them, Messrs. James Galbraith and Robert Henderson, known members of the firm of Patrick Henderson and Co., and recognized agents in Glasgow of W. S. Lindsay & Co., of London; that these two gentlemen, in company with one or two others whom I did not know, immediately prior to the launch of said ship, took an active and conspicuous part in looking after the preparations of the launch, giving, apparently, directions concerning it; that on the day after the launch, the following notice of it was published in the same words in the Journal, Mail, and Herald, newspapers published in Glasgow:

"Messrs. James and George Thompson launched, yesterday, from their building yard at Goran, a screw steamer of about 1,000 tons register. This vessel has been constructed for London owners, and as she took the water, was named the 'Pampero,' by Mrs. Galbraith. After the launch, the friends of the owners and builders present adjourned to the model room, when the usual good wishes, on such occasions, were expressed and responded to."

That prior to the launch of said ship, I had frequently seen her, and I state that she was at first constructed with eight port-holes, plainly to be seen; that a short time, say a week or ten days, before she was launched, those port-holes were carefully closed, and effaced by putty and paint, or other material, so that no trace could be seen of them, except that the hinges of their doors were visible; that I have the following distinct items of information touching said vessel, which I fully and sincerely believe to be true, most of which can be verified and established by an inspection of the vessel, to wit:

1. That in addition to the port-holes above spoken of and referred to, she was at first constructed with eye or ring-bolts, corresponding with said port-holes, suited for and intended to handle guns; that these eye-bolts, with one or two exceptions, have been removed, and the places where they were have been disguised by facings on the bulwarks, and the eye-bolts stowed away to be inserted hereafter.

2. That she had magazines constructed; these have been attempted to be concealed and disguised under the appearance of water-tanks.

3. That she has one hundred and fifty lockers, and sixteen mess-racks, or more, for eight men each.

4. That she has about fifteen holes or apertures in the bottom, duly secured by valves and stop-cocks, for the rapid introduction of water into her hold, with an appropriate number of pumps to pump it out again as required.

5. That her machinery and boilers are those of a war vessel, all under the water line, and thus out of reach of an enemy's shot, while at the same time they occupy much of the space appropriated to cargo in a merchant vessel.

6. That the form, material, and arrangements of her propeller indicate that she is a vessel of war.

7. That her bulwarks are about seven feet high, so as to conceal her crew from the sight of an opposing vessel, and to afford them protection.

8. That on her cut-water or bow, immediately under the bowsprit, is painted or gilded a miniature figure, about a foot high, of the goddess of liberty, with a staff in her hand, on which is surmounted a liberty cap, and what is intended, I believe, the palmetto plant, is springing up around her feet. I further state that I have been informed, and verily believe, that the contract with the Messrs. Thompson for the building of said ship Pampero was and is entered into with a certain party acting as the agents of the so-called Confederate States of America; that Captain Sinclair, mentioned in the exhibit (D) to Mr. Dudley's affidavit, together with Messrs. Tennet and North, officers of the confederate navy, have been spending most of this year, and perhaps a part of last, in Glasgow and its vicinity, and, according to my information and belief, giving necessary oversight and attention to the construction of said vessel and the ram first mentioned; that from the foregoing facts, and the affidavits of Thomas Haines Dudley, John Latham, Archibald McClellan, and William Dryer, and facts which have come to my knowledge in a confidential manner, and which I am not now at liberty to use, I am satisfied, and fully believe, said vessel Pampero is a war vessel, built and intended for the so-called Confederate States in America, to commit acts of hostility and make war upon the government and people of the United States.

W. L. UNDERWOOD.

Sworn before me at the custom-house in Glasgow, on the 18th day of November, 1863.

FRED. W. TREVOR, *Collector*.

Deposition of Thomas H. Dudley.

I, Thomas Haines Dudley, of No. 3 Wellesley Terrace, Prince's Park, Liverpool, in the county of Lancaster, esquire, do solemnly, sincerely, and truly affirm and declare that the taking of an oath is contrary to my conscientious scruples, and I do also solemnly, sincerely, and truly affirm and declare as follows: That I am the consul of the United States of America for the port of Liverpool and its dependencies; that soon after the publication hereinafter referred to I received information from the government of the United States that certain correspondence between the government of the so-called Confederate States of America and their agents to their representatives and agents in Europe had been intercepted, and that the same was then in the hands of the government of the United States of America; that soon after I had received the above information I received from the State Department of the United States a copy of the Daily National Intelligencer, published at Washington, on Saturday, the 17th day of January, 1863, containing the publication of said intercepted correspondence; that I now refer to the said copy of the said newspaper, which is annexed and signed by me as relative hereto, and particularly to certain portions of said correspondence and memorandum therein published, consisting: 1. Of duplicate letter from Mr. Mallory to Mr. Mason, dated October 26, 1862. 2. Letter from George N. Sanders to Reed Sanders, dated August 5, 1862. 3. Unsigned letter or memorandum, (without date,) addressed to the Hon. S. R. Mallory, secretary of the navy. 4. Memorandum following the last-mentioned unsigned letter or memorandum, without date or address. 5. Letter from Mr. S. R. Mal-

lory, secretary of the navy, to the Hon. C. G. Memminger, secretary of the treasury, dated October 27, 1862. 6. Letter from Mr. Memminger to Mr. Mallory, dated October 30, 1862. 7. Letter from Mr. Mallory to Mr. Mason, dated October 30, 1862; which said letters and memoranda are marked A, B, C, D, E, F, and G, respectively, on said copy of newspaper, and initialled by me as relative thereto; that since the publication in the newspaper above mentioned of the intercepted correspondence, I have received from the State Department the original manuscripts from which the aforesaid publication was made, and I have the said original manuscripts in my possession at Liverpool, and am prepared to produce them when required by the proper authorities; that I understand and believe the house of Galbraith & Co., referred to in memorandum D, before mentioned, is the same house as Messrs. Patrick Henderson & Company, of Glasgow, of which firm Mr. James Galbraith is, I believe, one of the partners.

THOMAS H. DUDLEY.

Affirmed at the custom-house, Glasgow, the 10th day of November, 1863.

FRED'K W. TREVOR, *Collector*.

Deposition of John Latham.

I, John Latham, of No. 8 Douglas street, in the city of Glasgow, and county of Lanark, make oath and say: That I am an engineer, and have served as engineer of steamers for the last eight years; that I have served on board of war ships for five years, and for about five months I served as fireman on board of the Alabama; that I have also served in the merchant service for about four years; that I have seen the vessel called the Pampero, which has been recently launched from the ship-building yard of Messrs. James and George Thompson, of Glasgow; that I was on board of her before she was launched; that nine port-holes were pierced on each side of said ship, and one of these port-holes on each side appeared to be intended as a gangway; that before said ship was launched the said port-holes, with the exception of one on each side, were closed with movable shutters, and these movable shutters were secured by rivets on the inside, and I saw the joints or seams where the shutters met filled up with red lead putty and painted over, and nothing is now visible of the aforesaid port-holes but the hinges of the said movable shutters; that I observed rings or eye-bolts on the side of the said ship on each side of each of the said port-holes; that I afterwards saw some of these rings or eye-bolts removed, and the sides of the ship are now cased over, and the places intended for fastening on these rings or eye-bolts are not now visible; that I have always seen similar rings or eye-bolts in the men-of-war in which I have served, and they are used for the purpose of securing the guns and of moving them backwards and forwards; that in the merchant vessels in which I have sailed I never saw such rings or eye-bolts as I have described, and there is no use for them in merchant vessels; that the name Canton, London, was at first gilded upon the stern of the said ship, but that before the said ship was launched that name was changed to Pampero; that I believe the said ship was known and designated in the yard of Messrs. James and George Thompson as the frigate, and on one occasion when I was in the yard, I asked for one Charles Gibson, who had been in the

employment of Messrs. Thompson, and I was informed by one of the engineers working in the yard that he did not know the man, but that if I went over to the frigate (pointing to the said vessel now called the Pampero) I would likely find him there; that the bulwarks of said ship are between seven and eight feet in height; that I have seen the boilers and engines of said vessel; that the boilers are four in number, and are flat in construction; that the engines are horizontal, and the whole, both boilers and engines, are under the water line; that the construction of the boilers is such as to take up a deal of carrying space, which would not suit a merchant vessel; that in order to save space, a merchant ship would likely have two boilers in place of four, and such boilers could be made of the same extent of the Pampero, by being constructed, as is usual in merchant ships, above the water line; that the said ship appears to be about two hundred fifty feet in length, and between forty and fifty in beam; that from the whole construction and build of the said ship, I consider and declare that the said ship is intended and adapted for warlike purposes, and not for mercantile service.

JOHN LATHAM.

Sworn before me at the custom-house in Glasgow, this 10th day of November, 1863.

FRED'K W. TREVOR, *Collector*.

Deposition of William Dayer.

I, William Dayer, ship-joiner, of No. 29 Salisbury street, in the city of Glasgow, and county of Lanark, make oath and say: That I am presently in the employment of Messrs. James and George Thompson, ship-builders in Glasgow, and have been in their employment for the last three weeks; that a vessel has been recently launched from the ship-building yard of Messrs. James and George Thompson called the Pampero; that previous to being launched the name Canton, London, was gilded on said ship's stern, and the day before the said ship was launched her name was changed to Pampero; that I have been many times on board of said vessel, while in course of construction; that the said vessel has eight port-holes, besides one large one on each side; that the large one might serve as a gangway; that these port-holes were seen open by me, but that they were afterwards closed, and still remain closed; that the port-holes have been closed up by the movable shutters being secured on the inside by bolts, and the joints or seams closed up, and nothing is now visible of the port-holes save the hinges; that rings or eye-bolts were fitted on the deck of said ship on each side of each of the port-holes; that the object of these rings or eye-bolts appeared to be to fasten guns, and serve as a means of moving them backwards and forwards; that seven of these rings or eye-bolts on each side were removed before the launch, and the places where they were filled up have been lined up; that the ring or eye-bolts opposite one port-hole on each side of the vessel of the bows still remain; that the bulwarks of said vessel are about seven feet in height; that there are about fifteen stop-cocks and valves on the bottom of the said ship, with grating on the outside; that some of these are very close to one another; that the number of the stop-cocks and valves is more than are required for the purposes of the engines, and for ordinary ship purposes, and I believe that the extra number have been fitted with a view to adapt the said ship to warlike purposes, and among others to drown the magazine in case of

need ; that a magazine was fitted in the after part of the said ship, and consisted of four compartments, with a hole on the top of each large enough to admit a man, and there is a hatch on each hole ; that I was informed by a carpenter who was working on board of the said ship, and about the said compartments, that these compartments formed the magazine, and I believe that they were adapted for that purpose ; that there were about one hundred and fifty lockers fitted up in said ship along the side in the fore-castle between decks ; that these were all taken down, marked and numbered, and packed away before the said vessel was launched ; that sixteen mess-racks have been made for the use of said vessel, and more are to be made, and that each of said mess-racks contains places for dishes for eight men ; that from the number of lockers and mess-racks thus constructed for said ship, taken in connection with other circumstances, I am of the opinion, and believe, that the said ship is not intended or built for mercantile service ; that I cannot state with accuracy the measurements of said vessel, but I think her length is about two hundred feet, or upwards, and her water-mark about fifteen feet at the bow, and sixteen feet at the stern ; that I cannot state the breadth of her beam, but she is of very fine proportions, and I believe her tonnage to be about one thousand tons, builder's measurement ; that the general belief among the workmen in the yard is that the said vessel is built as a vessel of war for the Confederate States of America, and since I have commenced to work in the yard of the said James and George Thompson, such has been the universal reputation as to said ship among my fellow-workmen ; that among us she generally went by the name of "another Alabama," "another 290," and such like names.

WILLIAM DAYER.

Sworn before me at the custom-house in Glasgow, this 10th day of November, 1863.

FRED'K W. TREVOR, *Collector*.

Deposition of William Cook.

I, William Cook, of No. 1, Clermont street, in the city of Glasgow, and county of Lanark, make oath and say : That I am a ship broker and commission merchant in Glasgow ; that I was present at the launch of the ship called the Pampero, on the 29th of October, 1863, from the ship-yard of Messrs. James and George Thompson, ship-builders, Glasgow ; that I am acquainted with Messrs. Robert Henderson and James Galbraith, ship brokers in Glasgow, and partners of the firm of Patrick Henderson & Co., merchants in Glasgow ; that the said firm of Patrick Henderson & Co. are reputed to act as agents in Glasgow of the firm of W. S. Lindsay & Co., of London ; that on the aforesaid occasion of the launch of the said ship Pampero, I saw the said Robert Henderson and a person believed by me to be James Galbraith present, and apparently acting as if interested therein ; that I afterwards noticed in the reports which appeared in the Glasgow newspapers of the following day, that the said ship Pampero had been christened by Mrs. Galbraith ; that I particularly observed the said ship when being launched, and having been for many years a master in the merchant service, I am able to judge of the appearance and build of said ship ; that from the general appearance and build of said ship, as so seen and observed by me, I declare that she appeared to me to be a vessel intended for war, and not

for mercantile service ; that her appearance impressed me with the belief that she was adapted for war purposes, and not for mercantile service.

WILLIAM COOK.

Sworn before me at the custom-house in Glasgow, this 10th day of November, 1863.

FRED'K W. TREVOR, *Collector*.

Deposition of Archibald McLellan.

I, Archibald McLellan, joiner, of No. 45 Eglinton street, in the city of Glasgow and county of Lanark, make oath and say :

That I have been employed in ship-building yards as a joiner for the last nine years ; that I was informed about five months ago, by James Henning, joiner, in the employment of Messrs. James and George Thompson, that they were building a ram and a privateer in the yard of Messrs. James and George Thompson for the Confederate States of America ; that we had been conversing about the screw steamer Georgia, which had about that time sailed from Clyde, as a privateer, and in the course of our conversation the said James Henning volunteered the above information regarding the ram and the privateer ; that about three weeks ago I casually met one Kinlock, a carpenter, in the employment of the said James and George Thompson, and in the course of conversation he stated that he was engaged fitting up magazines on board of the new vessel built by the said James and George Thompson called the Pampero, and he said he was fitting them up as water tanks ; that the said Kinlock further stated that the vessel had been fitted up with messrooms for a large crew, and that these had been taken down and marked, with a view to be put up again ; that I have frequently seen the said ship Pampero while in the course of construction, and about seven weeks ago I saw her lying in the yard of the said James and George Thompson, and I observed that there were eight port-holes pierced in the side of the said ship which was towards me, three of which port-holes were larger than the other five, and might be used as well for gangways as for the sweep of pivot-guns ; that the said port holes were then open ; that since the said ship was launched, I have seen her on frequent occasions, and I then observed that the port-holes above mentioned, with one or two exceptions, have been closed up, and nothing is visible of these port-holes but the hinges ; that on one occasion, in the course of last week, I was on board of said ship, as she lay in the river Clyde, and I observed four eye-bolts opposite certain of the port-holes, which I saw were intended for securing guns ; that on frequent occasions, besides those above referred to, I have heard from various persons in the employment of the said James and George Thompson that the said ship Pampero was being built for the Confederate States of America, and the said ship had the universal reputation among these persons of being a vessel of war or privateer for the Confederate States ; that the construction of said ship is, in my opinion, in accordance with that reputation, and in the course of my experience I have not seen a vessel built for the merchant service, of similar construction as the said ship Pampero, and I believe that the said ship Pampero is built for warlike purposes, not for the merchant service.

ARCHIBALD McLELLAN.

Sworn before me at the custom-house in Glasgow, this 10th day of November, 1863.

FRED'K W. TREVOR, *Collector*.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *November 16, 1863.*

SIR: I have the honor to acknowledge the receipt of your letter of the 14th instant, inclosing further papers respecting the Canton, and I have to state to you that I have lost no time in forwarding copies of the same to the proper department of her Majesty's government.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCOIS ADAMS, Esq, &c., &c., &c.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 186.]

UNITED STATES CONSULATE,
Liverpool, November 24, 1863.

SIR: The government have instructed one of their officials at Glasgow to inquire into the matter of the construction of war steamer Pampero, building there by the Thompsons for the confederates.

They have the power, under the Scotch law, to summon witnesses, and compel them to testify. Pending the inquiry, they have placed the vessel under surveillance, and stationed a gunboat to watch her.

If the officer is only honest in his investigation, and desirous of ascertaining the truth, all will be well, and the vessel stopped; but if he acts as most of the other subordinate officials with whom I have had to deal, he will whitewash the vessel and let her go. I think her Majesty's government are now in earnest and disposed to do what is right. I was up at Glasgow again on Saturday last * * * * * He told us that the vessel Pampero is for the confederates. He says that Lieutenant Sinclair is superintending her construction, and that P. Henderson & Co., the agents of the confederacy at Glasgow, pay the money for her. The house of P. Henderson & Co. is composed of Patrick Henderson and a man by the name of Galbraith, and is the same house referred to by George N. Sanders, in the intercepted correspondence, as Galbraith & Co., of Scotland. Galbraith's wife, you will recollect, christened this vessel. He says it is the custom of the Thompsons, when they get a contract for building a vessel, to make a draught of her, and to place upon the draught the name of the vessel, and the flag under which she is to sail; that in this case the name was Virginia, and the flag the confederate; that this flag was painted upon the draught. He says that the ring-bolts, a wheel below the water-line for steering the vessel, and two powder magazines were in, and many of the other fixtures necessary for a vessel of war; but these were all removed before the vessel was launched, and he knows where they are. She also has made, and ready to be put in her, one hundred and twenty copper powder tanks. * * * * * He says her armament is only to be eleven guns. My previous information is that it is to be almost double this number.

I am, sir, very respectfully, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Mr. Seward.

[Extract.]

No. 552.]

LEGATION OF THE UNITED STATES,
London, December 10, 1863.

SIR: * * * * * * *

Meanwhile (Earl Russell said) the government would pursue its former policy, and use its power in preventing all violations of neutrality. Acting in this sense he believed that the law officers of the Crown had pretty much come to the conclusion to sustain proceedings against the vessel called the Pampero at Glasgow.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Mr. Seward.

No. 556.]

LEGATION OF THE UNITED STATES,
London, December 11, 1863.

SIR: I have the honor to transmit a copy of my note to Lord Russell of the 5th instant, transmitting a number of depositions from Mr. Underwood, the consul at Glasgow, in the case of the Pampero, and likewise one of his lordship, in acknowledgment. Copies of the depositions are also appended.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, December 5, 1863.

MY LORD: I have the honor to transmit copies of several depositions furnished to me by Mr. Underwood, the consul of the United States at Glasgow, all relating to the outfit of the vessel called the Canton or the Pampero at that port.

I pray your lordship to accept the assurances of the highest consideration with which I have the honor to be, my lord, your most obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Deposition of John McGibbon.

I, John McGibbon, a riveter, residing at 63 King's street, Tradeston, Glasgow, in the county of Lanark, make oath and say: I have been eight months in the employment of Messrs. James and George Thompson, but

was not all that time employed on the Pampero. I left the employment three days before she was launched. She was named the Canton, which name was in gilt letters on each side of her bow. It was the general opinion that name would be changed, and that chiefly for the reason that a ship's name is almost always carved or cut in, while the name Canton was only put on by temporary gilt letters. I saw that there were eight port-holes in the ship, besides two larger ones, (one on each side,) both when they were open and when they were closed. I saw also that ring-bolts or gun-fasts were put on, (similar to those of the Black Prince, on which I wrought when she was being constructed,) and I knew that they were afterwards removed. Nothing is now visible of the port-holes except the hinges of the shutters which have been put on. The use of the eye-bolts or gun-fasts is to fasten guns and move them backwards and forwards. The height of the ship's bulwarks was about seven feet. The number of stop-cocks and valves (there were six or seven on each side, with grating on the outside) is greater than is usually the case in other vessels. Some of these amidships are close to one another. I cannot say for what purpose there are so many, but there are more than would be necessary for engine and other purposes. They could be made useful in drowning the magazine if that were wished. Underneath the boiler seat and engine seat the vessel is plated, and there is a tier of plating above the engine, making her much stronger than any other vessel having a wooden bottom. I know of a magazine having been fitted up in the after-part of the ship with a hatch-hole capable of admitting a man. I observed there were at least one hundred and fifty lockers fitted up in said ship along the side in the fore-castle, between decks. There are four or five water-tanks between decks, between where the bunkers should be placed. I was not employed working on board the ship for some time before I left, but I was on board every day, at the meal hours, seeing what was doing. It was believed by myself and by all my fellow-workmen that the ship was fitted up as a vessel of war, intended for the government of the Confederate States of America; at least, it was so reported. The ship has no accommodation for such stowage as would be required by a vessel in the merchant service. The hatches were similarly constructed to those of other vessels, but smaller, and with regard to her rudder it was composed of brass plates and brass rivets, which is seldom the case with an ordinary vessel; and the propeller is of solid brass, which is also very unusual. These are generally made of cast-iron. All this is truth, as I shall answer to God.

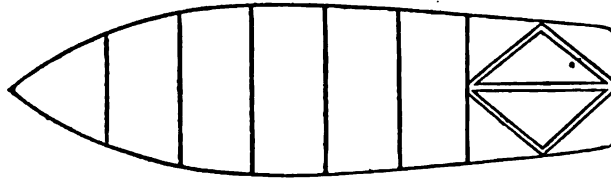
J. MCGIBBON.

Sworn before the collector at Glasgow, December 21, 1863.

Deposition of James Ross.

I, James Ross, clerk to Mr. Henry Miller, 13 Virginia Street, Glasgow, and residing at 136 West Graham street, Glasgow, in the county of Lanark, make oath and say: That on this 23d day of November, 1863, I visited the yard of Danach & Espie, boat-builders and carpenters, Ardgowor street, Glasgow, and there saw two new life-boats and two new long or jolly boats, which are just completed; that these boats are presently being painted, which is the last thing to be done to them; that I was informed by James Urquhart, the foreman boat-builder, and also by Duncan McDiarmid, a wright who was employed on them, that they were

ordered by Messrs. James and George Thompson, and are intended for the ship Pampero, recently built by them; that each of said boats has six cross-beams, and provision is made for eight oars; that they are about twenty feet in length, and about eight feet in breadth of beam; that the said Duncan McDiarmid informed me that said boats are very strongly constructed, and that there is extra work at the stern of each of them, which is unusual in the other long or jolly boats; that between the stern itself and the aft cross-beams there is a transverse piece of wood (black birch) eleven inches deep and four and a half inches thick, and there are besides four diagonal pieces to strengthen the former and keep it in its place, thus:



The said transverse beam and diagonals are made movable so they can be taken out and replaced at pleasure. That in the center of said beam is a hole which he stated was for a swivel, for the purpose of a gun being there placed and wrought. That McDiarmid stated that lately they were hurried to get said boats in readiness, but that now they are not so pushed for them. All which is truth, as I shall answer to God.

JAMES ROSS.

Sworn before the collector of customs, Glasgow, November 23, 1863.

Deposition of John McQueen Barr.

I, John McQueen Barr, clerk to Henry Miller, of No. 13 Virginia street, Glasgow, and residing at No. 80 New City Road there, make oath and say: That I know by sight a person calling himself Captain Sinclair, and another called Captain Tennant, and have been informed that both are from the Confederate States of America and connected with the government of those States; that I am aware that both, as well as a Captain North, resided for some time at the Bridge of Allan and also in Glasgow; that I know their lodgings in Glasgow to be in India street; that on the second day of this present month of November I saw Tennant and Sinclair in company together at Bridge of Allan; that I have been shown a photograph containing a group of four males and three females; that one of the four represents Sinclair, and another is Tennant. It was from this that I first identified Sinclair in person, and he was afterwards pointed out to me as one of a number of American strangers who had been located there during the autumn months, and I was then informed he was named Sinclair. I had seen him at Bridge of Allan previously, though I did not know anything of him then; that on the 31st day of October last I examined in Sterling the file of the Bridge of Allan Reporter, and selected the following from the list of visitors:

April 5, 1863.—Captain and Mrs. North, Miss North, Captain Sinclair, Confederate States of America, at Mrs. Lanark's, Belmair House.

May 8, 1863.—Captain, Mrs., and Miss North, Charleston, Virginia; Captain Sinclair, at Belmair House.

July 5, 1863.—Captain, Mrs., and Miss North, Confederate States, at Belmair House.

March 28, 1863.—Mr. and Mrs. Tennant, at J. Miller's, Wellwood House. And I obtained the following information as to the several lodgings they had occupied: 1st. Mrs. Pattison's, Fountain Road; 2d. Mrs. Smart's, Belmair House; 3d. Miss McDonald's, Prospect Villa; 4th. Mrs. Smart's again; 5th. J. Miller's Wellwood House; 6th. Mrs. Young's, Anpeld Road—all Bridge of Allan.

That since the 9th day of the present month I have seen Sinclair several times in Glasgow.

All of which is truth, as I shall answer to God.

JOHN M. BARR.

Sworn before the collector of customs, Glasgow, November 23, 1863.

Depositions of William McCambridge and William Carrick.

I, William McCambridge, shipwright, of the town of Govan and county of Lanark, make oath and say: That on the day the vessel called and known as the Pampero arrived at the public crane on the Broomielaw, in Glasgow, about four weeks ago, for the purpose of receiving her machinery, having some curiosity to see her fittings, &c., from the reports I had heard concerning her, I went on board of her, and went over nearly the whole of her, making such examination of her as I was able. From this examination, and from my experience as a shipwright, I state that many of her fittings were and are quite different from and unlike what are usual and customary on merchant vessels, whether screw or paddle-wheeled. The vessel Pampero is a screw steamer, having been built in the shipyard of J. & G. Thompson, near Glasgow; but having been employed for two years as a shipwright in vessels of war of her Majesty's dockyard at Portsmouth, I saw at once that many of her fittings were evidently those of a vessel of war. The engines and boilers of the Pampero, eight feet three inches in height, have been placed and are under the water line, as is usual, for obvious reasons, in vessels of war, but very unusual in merchant vessels. At each end of the engine-room there is on the Pampero a donkey engine fitted that I have never observed on merchant vessels, but common on vessels of war. The deck beams of the Pampero are placed much closer together than on any merchant steamer I have ever seen, there being one riveted to every frame, and only eighteen inches from center to center. The decks, of red pine, are also unusually thick, being four and a half inches, and evidently calculated and intended to carry heavy weight on deck. The Pampero is provided with a double steering wheel, placed about six or eight feet under the upper deck, and on the upper deck there is another similar steering wheel. There were two yokes or tillers connected with these wheels under deck, with the necessary blocks and leads for tiller ropes, as in war vessels. At the interval of about four days after this first examination, I again went on board the Pampero, and found that the lower steering wheel had been removed, but that the tiles and fittings remained. The cabins on the upper or gun deck of the Pampero are all hinged for removal as a vessel of war, to enable the deck to be cleared for action, fore and aft. Her deck ports, or port-holes, of which

there are eight on a side, are raised sixteen or eighteen inches above the main deck, showing they are not intended to carry off water or the sweepings of the ship. The hinges of the cabins and the raised position of the ports are appropriate to war vessels, but unusual and inappropriate to merchant vessels; and I give it as my opinion, judgment, and belief, as a shipwright, having worked at the trade for thirteen years, in merchant and war vessels, that the Pampero is built and intended as a vessel of war, and to be used for war purposes, and not as a merchant vessel. She has been so held and reputed to be in the yard of Messrs. Thompson, where she was built, and where I worked on her previous to the 15th of February last, by all hands, and to be intended for the Confederate States of America, being called and known in the yard as the second "Alabama," second "290," and such like names; and I have frequently seen two persons pointed out to me as Captains North and Sinclair giving directions and apparently superintending the work and operations in the Pampero as though they were interested therein; and I recognize and identify the two persons in the photograph shown to me of a family group, under which is written the names of North, Sinclair, and others, and here referred to. I further state that the Pampero has telescope funnels, which is very unusual in merchant vessels, but very common in vessels of war. I have worked in J. & G. Thompson's yard about five years previous to about the 15th of February last; since then in A. & J. Angle's, and have been intimate with Thompson's yard and hands up to this time.

WILLIAM McCAMBRIDGE.

Sworn before the collector at Glasgow, November 28, 1863.

I, William Carrick, shipwright, residing at No. 4 Ferrol street, Relim-baugh, near Glasgow, and county of Lanark, make oath and say: That I have heard the statement and affidavit of William McCambridge fully and distinctly read; that I was present with and accompanied the said William McCambridge on both occasions and visits to the Pampero, which he in his said affidavit and statement refers to and describes; and I fully and understandingly concur and agree with each and all of said descriptions and specifications of and concerning the vessel Pampero, and that the said Pampero is different from a merchant vessel and like to a war vessel in the parts and points he has designated and specified. I also unite and concur with him in the opinion that said vessel Pampero was and is built and designed for war purposes, or a vessel of war, and not for a merchant vessel. I further state that I concur with him as to the general reputation of the Pampero as a war vessel, intended and built for the Confederate States of America, as also in regard to Captains North and Sinclair, the confederate agents, superintending the building of said vessel. I therefore adopt said affidavit as my own, for the purpose of avoiding repetition, except so far as it relates to himself as a shipwright. I have never worked in any of her Majesty's ship-yards, but have worked at the trade of shipwright for fifteen years last past. I worked in Thompson's yard three years, and am well acquainted with his hands.

WILLIAM CARRICK.

Sworn before the collector of Glasgow, November 28, 1863.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *December 5, 1863.*

SIR: I have the honor to acknowledge the receipt of your letter of this day's date, inclosing copies of several depositions furnished to you by Mr. Underwood, the consul of the United States at Glasgow, relative to the outfit of the vessel called the Canton or the Pampero at that port, and I have the honor to state to you that these papers shall be considered by her Majesty's government.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Mr. Seward.

No. 565.]

LEGATION OF THE UNITED STATES,
London, January 1, 1864.

SIR: I have the honor to transmit copies of a note addressed by me to Lord Russell, on the 28th of December, in relation to certain movements contemplated by the rebels in this country, and of his reply.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, December 28, 1863.

MY LORD: From such information as is believed by me to be entitled to credit, although it is not at present in my power to submit the evidence directly to your lordship, I feel it my duty to apprise you of the fact that a number of persons, not less than thirty, have lately arrived from the United States, with the intention to embark in the steamer Pampero, now at Glasgow, on a hostile expedition against the United States. Of these persons, some eleven or twelve, including one Dr. Valandigham, from the State of Delaware, are now in Liverpool, and the others are either in London or Glasgow. Captain Sinclair, who has been here for more than a year, is designated to take the command. He has left Glasgow from fear of inquiry, and is now living elsewhere under an assumed name. A person by the name of Colin McKensey, of Baltimore, but now residing in London, furnishes the payments to the men, and is mentioned as the paymaster for the vessel.

I am further informed that these are a most daring and reckless set of men, who at one moment contemplated the project of seizing the Pampero and running her out of the port of Glasgow, either by force or fraud. This scheme is, however, for the present abandoned, especially as hopes have been inspired by Lieutenant Maury, who has lately visited those remaining at Liverpool, that the object will be accomplished in a simpler way.

The desperate nature of the class of persons to which these men belong in the United States is so well known to me, that I shall not be surprised to find them at any moment attempting some scheme to seize a vessel that promises success, even though it be in defiance of the law as well as of the power of this kingdom. For these reasons I have taken the liberty to submit the private information I have obtained, even though it does not appear to be authenticated in the usual manner.

I pray your lordship to accept the assurances of the highest consideration with which I have the honor to be, my lord, your most obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *December 29, 1863*

SIR: I have the honor to acknowledge the receipt of your letter of yesterday's date, respecting a number of persons, said to be of desperate character, who are reported to have lately arrived in this country, and I have to inform you, in reply, that I have caused the information contained in your letter to be communicated to the proper department of her Majesty's government, with a view to such measures being taken as the law allows to defeat any such attempts as are therein alluded to.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Seward to Mr. Adams.

No. 803.]

DEPARTMENT OF STATE,
Washington, January 6, 1864.

SIR: I acknowledge the receipt of your dispatch of December 11, No. 556, together with its accompaniment, namely, your note addressed to Earl Russell, with proofs in the case of the *Canton alias the Pampero*, a piratical steamer, which is being built at Glasgow. Later advices by telegram state that her Majesty's government has forbidden the departure of that hostile craft. It is to be hoped that this information is correct.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Mr. Seward.

[Extract.]

No. 585.]

LEGATION OF THE UNITED STATES,
London, January 28, 1864.

SIR: In regard to the hope expressed in your No. 803 of the 6th instant, that the rumor of the stopping of the *Pampero* at Glasgow might

prove true, you will long ere this have received full confirmation of it. I had considered Lord Russell's intimation to me, as reported to you in my No. 552, of the 10th of December, so distinct, that I had little doubt of the result from that moment. It is announced in the newspapers that the trial will come on in about a month.

One good effect of these various proceedings has been to remove all further anxiety respecting the destination of the formidable iron-clad ram in process of construction at the same place. That she was ordered in the first instance by the rebels I have no manner of doubt. She has now been purchased by the Danish government, as I learn from the minister, M. de Bille.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Mr. Seward.

[Extract.]

No. 628.]

LEGATION OF THE UNITED STATES,
London, March 23, 1864.

SIR: *

I likewise send such information as I have been able to get respecting the proceedings in the case of the Pampero at Glasgow. It would seem that the Scotch jurists feel themselves less embarrassed by technical difficulties than their brethren in this kingdom.

I learn from a good source that there will be a difference of opinion among the law lords in the appealed case respecting the Alexandra. But I know not how this will affect the decision.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

[Slip from the Morning Star of March 23, 1864.]

While the Alexandra case has got into a position of such hopeless muddle that even the judgment of the supreme court, before which it was last pleaded, can do nothing more than settle a point of form as to the powers of the exchequer judges to make certain rules, it is somewhat satisfactory to find that in a similar cause now before the Scotch courts a judgment has already been given which goes to the marrow of the vexed question under the foreign enlistment act. The Pampero was seized in the Clyde under very much the same circumstances as the Alexandra was detained in the Mersey, upon the allegation that she was being fitted out as a confederate privateer. Unfortunately for the reputation of Glasgow, the Japan—now the Georgia—had formerly managed to escape, and commence her detestable work of burning the merchant ships of the United States of America. In seizing the Pampero the government were thus not acting without having good and sufficient reasons, although the parties implicated, like their Liverpool associates, have not

been without abettors in Parliament. The case came before the exchequer judge of the court of session, upon an elaborate information at the instance of the Crown, framed apparently upon the model of that which has been so well torn to pieces in the Alexandra discussions. The defendants took exceptions to the relevancy in point of law of certain of the counts in the indictment, upon the same grounds as were urged by Sir Hugh Cairns and his brethren in the exchequer court. They contended that these objections should be disposed of before trial, but the exchequer judge decided that it would be better to get at the facts in the first instance before dealing with the objections to the relevancy, and appointed a day for trial. The defendants appealed to the "Inner House," which fulfills in Scotland the functions of the exchequer chamber in such cases as the present, and on Friday last their lordships united in a very sound judgment, which we may well commend to the attention of the lord chief baron, and those who have spun so many flimsy theories in favor of privateer builders out of the seventh section of the statute.

Two leading objections were taken by the defendants: first, that with which we are now tolerably familiar, that as the information did not contain any allegation of arming, the statutory words "equip, fit out, and furnish" were not applicable in regard to a cruiser or vessel intended to commit hostilities; and the second, that the statute is not directed against those who merely equip a vessel even when it is intended to commit hostilities, if the hostilities are not meditated by the actual equippers, but by purchasers, or parties into whose hands the vessel may ultimately come. Upon the first objection we had the opportunity of making some comments when the Alexandra case was tried, and when the lord chief baron was reported to have ruled upon the authority of a dictionary that all the three expressions above quoted meant, and in the case of a cruiser could mean, something else than actual arming. Unfortunately the points of law in the English trial have never come up purely upon their merits, but the whole proceedings have been from first to last a confused wrangle, little creditable to English jurisprudence. It is all the more important, therefore, to have the decisive ruling of the Scotch judges upon the meaning of this imperial statute. In the court of review the finding of the exchequer judge, that all the questions of law should be postponed until after the trial of the facts, was not entirely assented to, the judges concurring that it would be better to dispose at once of those objections to the information which related solely to the construction of the statute. That which related to the "arming" theory was very summarily set aside by the lord president (McNeill) in a manner antagonistic to the ruling of the chief baron. After recapitulating the version contended for, that the words "equip, fit out, and furnish" applied to a transport or store-ship, and the subsequent phrase "or arm" was the sole expression intended to be applicable to a cruiser, the first judicial authority in Scotland sharply adds, "I think that is a very strained interpretation, and I cannot adopt it." Then upon the further proposition that the word "arm" being applicable to a cruiser, and no such act being alleged in the information, while the words "equip, fit out, and furnish" alone were used, the information was defective, his lordship added, "I am of opinion that the words 'equip, furnish, and fit out' are sufficient, and that those words will cover a greater or less extent of arming." Lord Curriehill held that the words "equip, furnish, fit out, or arm" were used in the British statute as synonymous with or as exegetical of each other, and that, moreover, their meaning was to be such as would harmonize with the intents set forth in the context. He was therefore of opinion that the objection that arming was not expressly

added to equipping in describing the offense in the first ninety-six counts of the indictment was not well founded. Lord Deas, after splitting some hairs, came substantially to the same conclusion; and Lord Ardmillan, who entered more fully into the general question, gave his opinion no less decisively that it was not necessary to allege arming in the information, because the word "equip" might, in his view, cover arming to a greater or less extent; and further, that the statutory offense might be committed without the ship being actually armed. The judgment unanimously pronounced was in accordance with these views. Upon the more subtle objection, that the statute is not directed against equipping a vessel as a cruiser unless the actual equippers intend to commit the hostilities, the judges were equally unanimous. They repelled both pleas, and ordered the case for trial on the 5th of April.

These four judges, all of them men of distinguished ability, and the lord president of the court, especially conspicuous for the clearness and vigor of his mind, must now be added to the two judges of the court of exchequer who differed from the ruling of the lord chief baron upon the construction of this imperial statute. It is somewhat novel to find Scotch judges brushing aside legal cobwebs and subtle theories, and arriving at the sound common sense construction of an act which has puzzled the experienced minds of the English bench, but none the less satisfactory that the views adopted by the law officers of the Crown have thus received the imprimatur of the highest court in the sister kingdom. We cannot doubt, if the lord chief baron had allowed the bill of exceptions originally tendered by the counsel for the Crown, that the same sound views would before this have been announced by the highest judicial authority in the empire. The House of Lords is now occupied, not with the main question at issue, but with the subsidiary, and compared to the importance of the action the very paltry point, whether the novel remedy granted by the barons of the exchequer in lieu of the ordinary procedure in cases of misdirection was within the competency of the barons to grant or not. That may be a most interesting question for the lawyers, and it has apparently puzzled the House of Lords; but the public do not care one jot whether the rules be sustained or repealed. They have some anxiety to ascertain if the foreign enlistment act be sufficient to preserve our ports from being made the starting points of armed expeditions against friendly nations. In consequence of repeated miscarriages we cannot have that satisfaction at present from the decision to be given in the case of the *Alexandra*, although we cannot believe that even an adverse judgment against the Crown on the subsidiary question will have the effect of throwing the case out of court, and we are therefore all the more thankful that light has been shed upon the construction of the statute by the Scotch judges. It would be well for those who meditate embarking in the nefarious traffic to consider the tendency of the decision in the case of the *Pampero*, and the strong probability, all but amounting to a certainty, that the same views will ultimately be pronounced by the highest judicial authority in England.

Mr. Seward to Mr. Adams.

No. 905.]

DEPARTMENT OF STATE,

Washington, April 7, 1864.

SIR: In your dispatch No. 628 you have given me an account of the proceedings of the Scottish tribunal at Edinburgh, against the *Pampero*.

The just opinions so clearly expressed by the court in that case serve to augment the regret which this government feels that the cause of international peace and harmony has suffered so deeply from the want of equal clearness and decision in the proceedings of the courts of London in the case of the *Alexandra*.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Mr. Seward.

[Extract.]

No. 641.]

LEGATION OF THE UNITED STATES,
London, April 7, 1864.

SIR: * * * * * *

With regard to the case of the *Pampero*, at Glasgow, he (Earl Russell) said that a proposition had been made by the owners to put an end to it. They now admitted that it had been built for the rebels; but they affirmed that it was no longer theirs, and that they were ready to give bonds that it would not, if released, go into their hands. His lordship did not say that the government had assented to this. But I infer from a notice in the *Edinburgh Scotsman*, a copy of which I transmit, that the arrangement has probably been carried out.

The conference ended thus, pretty much as it began. I am more and more convinced of the inutility of pressing these or any arguments further upon this ministry.

* * * * * *
I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

THE PAMPERO CASE.

We understand that the case of the *Pampero* will not now go to jury trial, an arrangement having been made for its settlement. We believe that by the arrangement the owners have consented to a verdict being entered for the Crown, forfeiting the vessel on some one count of the information, to be selected by the owners, they making such explanatory statement on the subject as they may think desirable. It is provided, on the other hand, that the owners are to retain and trade with the vessel, but are not to sell it for two years except with the consent of the Crown; and that alterations are to be made in the structure of the vessel. We understand that the builders are no parties to the compromise, which provides for settling their claim and having it withdrawn from the proceedings.—*Scotsman*.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 259.]

UNITED STATES CONSULATE,
Liverpool, April 12, 1864.

SIR: Andrew Murray, jr., esq., one of the Crown officers, at Edinburgh, who has had the preparation of the case against the Pampero for trial, wrote me on Saturday last that an arrangement had been made by which a verdict of forfeiture in favor of the Crown was to be entered against the steamer Pampero. This will dispose of this vessel, the seizure of which caused the parties to sell to the Danes the large and very formidable iron-clad steam ram which they were building for the insurgents, thus stopping both vessels from going out to make war against our government.

Mr. Murray does not tell me what the arrangement is, but I hear from outside sources that the government, after the forfeiture and condemnation of the vessel, are to restore her to the owners, upon condition that her character is to be changed; they are to retain her in their possession for two years, during which period she is to be used as a merchant vessel. I presume security will be taken to protect us, but it will, no doubt, have the effect to release all the money now in her belonging to the insurgents, and enable them to invest it in some other vessel.

* * * * *

With high regard, I am, sir, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

CASES OF THE PHANTOM AND THE SOUTHERNER.

Mr. Adams to Mr. Seward.

[Extract.]

No. 362.]

LEGATION OF THE UNITED STATES,
London, April 3, 1863.

SIR: I have the honor to transmit a copy of several notes which have passed between myself and Lord Russell respecting certain vessels in preparation at Liverpool to carry on hostilities against the United States. The evidence already collected to sustain these allegations, and that which we are in a way to obtain, will be of a kind, I trust, to enable the government to exert its power in some form of repression. I have labored to impress upon his lordship the value of some demonstration of the kind as a protection to both countries against the unhallowed intrigues of desperate adventurers, British and American. I really think his lordship and a portion of the cabinet ministers sincerely so disposed. Others are inclined an opposite way, and still others are indifferent. So that it is impossible to predict what may be done. At Liverpool it is not probable that any efforts of government officers to give aid can be depended upon.

* * * * *

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, March 26, 1863.

MY LORD: I have the honor to transmit for your information the copy of an extract of a letter received by me from Mr. Dudley, the consul at Liverpool, giving some particulars of hostile outfits making at that place. It is proper to add, in correction of a statement therein contained, that Mr. Dudley has to-day informed me that the Southerner has not yet reached Liverpool. There is little doubt, however, of its ultimate destination.

I pray your lordship to accept the assurances of the highest consideration with which I have the honor to be, my lord, your most obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Mr. Dudley to Mr. Adams.

UNITED STATES CONSULATE,
Liverpool, March 24, 1863.

SIR: On Saturday last William C. Miller & Son launched from their yard, in Liverpool, an iron screw steamer, called the Phantom, built for Fraser, Trenholm & Co. This vessel is large and to have great speed. The contract is not less than seventeen nautical miles per hour. Her engines are being made by Fawcett, Preston & Co. She has three port-holes on each side. Captain Bullock, Captain Tessier, Mr. Pinbeam, the leading members of the firm of Fraser, Trenholm & Co., Mr. Thomas, of the firm of Fawcett, Preston & Co., and others, were present at the launch. She is intended for the south, either as a privateer or blockade-runner; there is no doubt about this, I think. She will turn up a privateer. Her draught of water will be light, and with her powerful engines her speed will be very fast. When afloat she will be a most dangerous craft to our commerce, if armed with two or three guns.

I have on several occasions referred to the steamer built at Stockton for Fraser, Trenholm & Co., called the Southerner. This vessel came here yesterday either to coal or else to fit out as a privateer. There is no doubt about this vessel. I suppose it will be impossible for me to obtain legal evidence against these two vessels, and nothing short of this will satisfy this government.

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

Hon. CHARLES FRANCIS ADAMS,
United States Minister.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *March 27, 1863.*

SIR: I have the honor to acknowledge the receipt of your letter of yesterday, calling attention to two vessels, the Phantom and the South-

erner, supposed to be destined for the service of the so-called Confederate States; and I have to acquaint you that the proper departments of her Majesty's government will be requested to make immediate inquiries on the subject.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant.

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *March 28, 1863.*

SIR: With reference to my letter of yesterday's date, I have the honor to inform you that I have received from the Home Office a copy of a letter which has been addressed to the mayor of Liverpool, respecting the two vessels Phantom and Southerner, stated by the United States consul at that port to be fitted out for the service of the so-styled Confederate States.

In that letter the mayor of Liverpool is instructed to make immediate inquiries as to these vessels, or whichever of them is now at Liverpool, and to ascertain whether there is any reason to believe that they or either of them are or is being equipped, furnished, fitted out, or armed with the intent to commit hostilities against the United States government; and if so, to report whether any evidence on oath can be procured in order to proceedings being taken under the foreign enlistment act.

I have accordingly the honor to suggest that, as the United States consul at Liverpool has stated in his letter to you that there is no doubt with respect to the vessel named the Southerner, you should instruct that officer to furnish the mayor of Liverpool with the information on which his belief is founded.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Mr. Dudley.

LEGATION OF THE UNITED STATES,
London, March 29, 1863.

SIR: I received a packet from you late last night. I shall send in the papers to the foreign office as soon as they are copied to-morrow.

I presume the Alexandra and the Phantom to be two different steamers, and shall proceed accordingly, unless you send me word by telegraph to-morrow.

I yesterday received a note from Lord Russell in reply to mine, which was based upon your note of the 24th instant, respecting the Phantom and Southerner. This is what he writes on that subject:

"The mayor of Liverpool is instructed to make immediate inquiries as to these vessels, or whichever of them is now at Liverpool, and to ascertain whether there is any reason to believe that they or either of them are or is being equipped, furnished, fitted out, or armed with the intent to commit hostilities against the United States government; and

if so, to report whether any evidence on oath can be procured in order to proceedings being taken under the foreign enlistment act.

"I have accordingly the honor to suggest that, as the United States consul at Liverpool has stated in his letter to you that there is no doubt with respect to the vessel named the Southerner, you should instruct that officer to furnish the mayor of Liverpool with the information on which his belief is founded."

If you can do anything, well and good.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

THOMAS H. DUDLEY, Esq.,
United States Consul, Liverpool.

Mr. Adams to Earl Russell.

[Extract.]

LEGATION OF THE UNITED STATES,
London, March 30, 1863.

MY LORD: I have the honor to acknowledge the reception of your lordship's note of the 28th instant, in reply to my representation of the cases of the Phantom and the Southerner, believed to be fitting out from this kingdom for the purpose of carrying on war against the United States. In accordance with your lordship's suggestion I have written to Mr. Dudley, the consul of the United States at Liverpool, directions to obtain all the evidence within his power to fortify his allegation.

* * * * *

I have the honor to be, my lord, your most obedient servant,
CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Mr. Adams to Mr. Seward.

No. 370.]

LEGATION OF THE UNITED STATES,
London, April 9, 1863.

SIR: I have the honor to transmit copies of three notes which passed between Lord Russell and myself, in continuation of the correspondence referred to in my dispatch No. 362, of the 3d instant.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

[For remaining inclosures see "Enforcement of Neutrality," "General Subject," Vol. I, p. 593, and also "The Alexandra," *post.*]

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *April 3, 1863.*

SIR: Since the date of my letter of the 27th ultimo I have received from the board of the treasury a report made by the commissioners of

customs, under date of the 31st ultimo, and from the secretary of state for the home department a report from the mayor of Liverpool, bearing the same date, containing the result of the inquiries made by them in regard to the vessels Phantom and Southerner, denounced by you in your letter of the 26th ultimo as intended for the naval service of the so-called Confederate States.

It appears from the first of these reports that the Phantom was built at the yard of Mr. W. C. Miller, and is now in the Clarence graving-dock. Her length is 193 feet; her breadth 22 feet; her depth 12 feet; her gross tonage 321, and her probable register tonnage 160.

From the considerable space appropriated to her engines, and from her model, there seems to be no doubt a high rate of speed will be obtained; and from her light draught of water she is well adapted for running the blockade; but as she has steel plates only half an inch thick, and as the angle irons which compose the deck beams are only five by three and a half inches thick, and as, moreover, she has no ports except for water-way, (three in all,) and a hurricane house on deck, the surveyor of customs considers that she is not intended to carry guns, and that she is not fit for a privateer.

The mayor of Liverpool reports that the Phantom was launched on the 21st of March from the yard of Messrs. Miller & Co., and that her engines are being made and fitted by Messrs. Fawcett, Preston & Co., of Liverpool; that she is in an unfinished state, and not expected to proceed to sea under a fortnight or three weeks. No distinct information could be obtained as to what she is intended for, but a strong impression exists that she is destined for the purpose of running the blockade.

The Southerner has not yet arrived at Liverpool.

A strict watch will be kept as regards both vessels.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 77.]

UNITED STATES CONSULATE,
Liverpool, May 15, 1863.

SIR: * * * * *

In addition to the above I should mention the two new steamers just finished, the one called the Phantom, built of steel, the other the iron screw, called the Milly, owned by E. Bates, and built at Preston. I regard them both as suspicious vessels. They each have six port holes, and though slightly built and apparently for running the blockade or merchant service, have sufficient strength to take on guns. Indeed, my information is that they are to be armed as privateers. Yesterday I procured the affidavits of two of the regular detectives, and from information received, made one myself in regard to the Phantom, and transmitted them to Mr. Adams, with a view of having them submitted to Earl Russell. I inclose you copies marked Nos. 2, 3, and 4.* You will

* For affidavits of Robert Thomas and William Cozzens see inclosures to dispatch from Mr. Adams to Mr. Seward, No. 425, June 5, 1863, *post*.

see that they do not make a strong case against the vessel, yet I felt it to be my duty to present them for the consideration of the government here. There is enough to create suspicion, and cause the authorities to look after her. It seems in this, as in all the other cases, almost impossible to obtain positive proof. This vessel was built for Fraser, Trenholm & Co.

* * * * *

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

HON. WILLIAM H. SEWARD,
Secretary of State.

I, Thomas Haines Dudley, of No. 3 Wellesley Terrace, Princess Park, Liverpool, in the county of Lancaster, esquire, do solemnly and sincerely and truly affirm and declare that the taking of an oath is, according to my religious belief, unlawful, and I do also solemnly, sincerely, and truly affirm and declare as follows:

1. I am the consul of the United States of America for the port of Liverpool and its dependencies.

2. I say that there has been built by Messieurs W. C. Miller and Sons, of Liverpool, ship-builders, a steel-clad vessel called the Phantom, which is now lying in the Toxteth dock, in the port of Liverpool.

3. I have been informed, and verily believe, that the said vessel has been built for Messieurs Fraser, Trenholm & Co., who act as the agents here for the so-called confederate government; and that Messrs. Fawcett, Preston & Co., of this town, engineers, have supplied her engines, which are now fitted on board.

4. I say that the said vessel has three port-holes on each side, is completely covered with steel plates, and is, as I verily believe, intended for war purposes.

5. I say that I have been informed, and verily believe, that Messieurs Fawcett, Preston & Co. are at the present time sending off guns and gun-carriages from this place to London, in the same manner as the guns afterwards shipped on board the ships Alabama, Oreto, now called the Florida, and the Virginia, were sent from here to West Hartlepool and other places.

THOMAS H. DUDLEY.

Affirmed at Liverpool, in the county of Lancaster, the 14th day of May, 1863.

Before me.

ARTHUR ELLIS,
*A Commissioner to administer oaths in the
Exchequer of Pleas, Westminster.*

—
Mr. Dudley to Mr. Seward.

[Extract.]

No. 88.]

UNITED STATES CONSULATE,
Liverpool, June 3, 1863.

SIR:

The steamer Phantom has taken on board fifty-six cases of quinine, and one of my men says some seven or eight guns, which are concealed

in the hole. I think she will clear to-day. I think she will go to Nassau before she arms. This vessel has been built expressly for, and belongs to, the southern confederacy, as much so as the Alabama, in my opinion.

I am, sir, very respectfully, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Mr. Seward.

[Extracts.]

No. 425.]

LEGATION OF THE UNITED STATES,
London, June 5, 1863.

SIR: * * * * *

I now transmit copies of the notes and papers connected with the Phantom, * * * and likewise of such replies as I have received from Lord Russell.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, May 16, 1863.

MY LORD: I have the honor to transmit to you copies of two depositions, going further to show the character and purposes of the steamer Phantom, concerning which I have already made some representations in my note to your lordship of the 26th of March, not doubting that these proceedings have already attracted the attention of her Majesty's government.

I pray, &c., &c.,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Deposition of Robert Thomas.

I, Robert Thomas, of No. 3 court, Ann street, Toxteth Park, Liverpool, in the county of Lancaster, police constable No. 379, of the borough police, make oath and say as follows:

1. I do duty as a police constable at the Toxteth dock, Liverpool, and have been so employed for the last three years and upwards. I know the ship-building yard of Messrs. W. C. Miller & Sons, ship-builders, Liverpool, which adjoins to the dock, and has an entrance into the dock.

2. About five months ago my attention was called to a ship that I was told was to be made of steel plates. She was then on one of the slips

in Messrs. Miller & Sons' yard, and had only her ribs up. Since that time I have seen her from day to day. She is now lying in Toxteth dock. I have been aboard of her since she has been in the dock. She is entirely cased with steel plates. There are three port-holes on each side, which are covered with steel-plate shutters. She is fitted with a screw. There are no sleeping bunks for the crew, and very little room in her for cargo, her engines and boilers taking up most of the room; and from her whole appearance I am able to say that she is intended for war purposes.

3. The engines are being fitted by Messrs. Fawcett, Preston & Co., whose men have been and are now at work on her.

4. I know Captain Bullock, who went out with the Oreto, which vessel I remember when in Messrs. W. C. Miller & Sons' yard, who built her. I have known Captain Bullock about twelve months, and have seen him engaged giving directions on board the Oreto, the Alexandra, and I have also seen him upon the Phantom very often, superintending and directing the workmen who were engaged upon her. I saw him on Tuesday last, on which day the Phantom went out of the Toxteth dock into the river to try how the screw would act. I was then standing on the pier-head, and the vessel was close to. They were trying the screw for twenty minutes or more. There were present with Captain Bullock Mr. Thomas Miller, one of the firm of W. C. Miller & Sons, Mr. Steers, of Fawcett, Preston & Co., and some other people whom I don't know. I heard Captain Bullock give directions as to the vessel, and also saw him examining the screw with Mr. Steers and Mr. Miller. I spoke to Captain Bullock when he came on shore, and asked him if any accident had happened to the Phantom, as they had kept her so long at the gate. He said no, she was all right. The Phantom was hauled into dock again after the trial was over, and I saw her there last night.

5. I saw said Captain Bullock and Mr. Thomas Miller again last night looking at the Phantom and inspecting the progress of the work. The men are very busy at work upon her. Her engines are all now finished, and there is little to be done before she will be ready for sea.

ROBERT THOMAS.

Sworn at Liverpool, in the county of Lancaster, the 14th day of May, 1863, before me.

ARTHUR ELLIS, *a Commissioner, &c.*

Deposition of William Cozzens.

I, William Cozzens, of No. 7 Lavan street, Liverpool, in the county of Lancaster, detective police officer, make oath and say as follows:

1. I have been employed for the last several weeks watching the building of certain vessels by certain parties in Liverpool and neighborhood, and amongst others my attention has been called to a vessel built by Messrs. W. C. Miller & Sons, ship-builders, Liverpool, which vessel is called the Phantom.

2. I saw the Phantom lying in the Clarence dock basin the first week in April. She remained there until the 4th of May instant, when she was taken up to the Toxteth dock.

3. During the time the Phantom was lying in the Clarence basin, I frequently saw an engineer named William Allen, who, I am informed and believe, sailed from this port as the chief engineer on board the steamship Oreto, in March, 1862. I saw, also, the foreman and head

engineer of Messrs. Fawcett, Preston & Co., on board of the Phantom, superintending the men who were engaged fitting the engines and boilers on her. I observed that some of their tools and machines bore the initial marks "F., P. & Co." I also saw two boilers, now in the ship, being taken there on a carriage, which had the name of Fawcett, Preston & Co. thereon.

4. Since the Phantom has been in the Toxteth dock, I have seen on her machinery which bore the initials of F., P. & Co., and on Wednesday, the 13th of May instant, I was at the Toxteth dock, and there saw Captain Bullock and Mr. Thomas Miller & Sons. They were in conversation, and appeared to be inspecting the ship; and after they came on shore they remained looking at her bow, and talking together for several minutes.

5. The Phantom is a screw steamer of about two hundred feet long. She is steel-plated all over, and has three port-holes on each side. She draws very little water, not more than three feet forward, and about seven to eight aft. She has very little room for any cargo, and appears to me to be built for war purposes. They are fitting her with great expedition. Her engines are finished, and she is almost ready.

WILLIAM COZZENS.

Sworn at Liverpool, in the county of Lancaster, the 14th day of May, 1863, before me.

ARTHUR ELLIS, *Commissioner, &c.*

Earl Russell to Mr. Adams.

FOREIGN OFFICE, May 18, 1863.

SIR: I have the honor to acknowledge the receipt of your letter of the 16th instant, inclosing copies of two depositions, going further to show the character and purposes of the steamer Phantom, now in course of construction at the port of Liverpool; and I have the honor to inform you that I have lost no time in forwarding copies of these papers to the proper departments of her Majesty's government.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, May 19, 1863.

MY LORD: I have the honor to transmit the copy of another deposition, supplementary to that which I submitted to your consideration with my note of the 16th instant, relating to the steamer Phantom.

I pray your lordship, &c.

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Deposition of Robert Thomas.

I, Robert Thomas, of No. 3 court, Ann street, Toxteth Park, Liverpool, in the county of Lancaster, police constable, make oath and say as follows:

1. On Friday I went on duty at the Toxteth dock, and about half-past nine o'clock I saw Captain Bullock coming down and go alongside of the Phantom, and point out to one of the foremen of Messrs. W. C. Miller & Sons something that required to be done to the fore part of the vessel's deck. The foreman then went on deck, and captain Bullock went into Messrs. Miller's yard, and, in about twenty minutes afterwards, he came with Mr. Thomas Miller, and they went on board the vessel, and remained there some time. I saw him with one of the foremen, named David Runcorn, fitting in the hatchway cover.

2. Captain Bullock had a roll of paper in his hand, which I believe to have been a plan, and he was inspecting the vessel, and from time to time referring to the paper; and he was thus occupied upwards of two hours.

3. During the whole of the time I was on duty at the dock yesterday, from 8 o'clock a. m. to halfpast 3 p. m., Messrs. Miller's men, and Messrs. Fawcett, Preston & Co.'s men, were busily engaged on the vessel.

4. Captain Bullock was also at the vessel at half-past 8 o'clock this morning, inspecting her gallery and other portions; he had with him the same paper, and was engaged giving directions to the men, and pointing out things which appeared to require attention. I was not near enough to him to hear what those directions were, but his manner was such as to leave no doubt on my mind that he was pointing out certain things which did not tally with the paper he had in his hands.

5. I had some conversation with one of the engineers in the employ of Fawcett, Preston & Co., whose name I do not know, but who has been continually employed on the Phantom ever since she has been on the Toxteth dock; and in reply to a question of mine as to when the Phantom was going to sail, he said he did not know, but that she was going to leave her dock on Monday to try her engines, as she was all finished, except just oiling her engines.

ROBERT THOMAS.

Sworn at Liverpool, in the county of Lancaster, the 16th day of May, 1863, before me.

ARTHUR ELLIS, *Commissioner, &c.*

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *May 19, 1863.*

SIR: I have the honor to acknowledge the receipt of your letter of to-day's date, inclosing a further deposition to the case of the Phantom, and I have to inform you that I have lost no time in referring the same to the proper departments of her Majesty's government.

I have the honor to be, &c.,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Earl Russell.

[Extract.]

LEGATION OF THE UNITED STATES,
London, May 23, 1863.

MY LORD: I have the honor to transmit the copy of another deposition relating to the case of the steamer Phantom.

* * * * *

I pray your lordship, &c.,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Deposition of John De Costa.

I, John De Costa, of Liverpool, in the county of Lancaster, shipping agent and steam-tug owner, make oath and say as follows:

1. On Tuesday last, about 12 o'clock at noon, I was on the river wall, near the Sandon basin, seeing a crew I had shipped on board the Calhoun, and as the Calhoun got into the river, I saw a screw steamer, which had been built by Messrs. W. C. Miller & Sons, of this town, and called the Phantom, coming down the river, and came alongside the river wall close to where I was standing; and subsequently she went into the Sandon dock. She appeared as if she had been on a trial trip.

2. I saw on board the Phantom Mr. Mann, of the firm of Fawcett, Preston & Co., who supplied and fitted the engines on board the Phantom; Mr. Thomas Miller, one of the firm of W. C. Miller & Sons, who built her; they were on the forecastle giving orders; and Captain Tessier, who is employed by Messrs. Fraser, Trenholm & Co., and a pilot, were on the bridge, the former being in command of the vessel and giving orders; there were also several men on hand in blue uniforms with gilt buttons.

JOHN DE COSTA.

Sworn at Liverpool, in the county of Lancaster, this 20th day of May, 1863, before me.

JAMES THORNELY,
*A Commissioner for taking Affidavits in the
Court of Exchequer at Westminster.*

Earl Russell to Mr. Adams.

[Extract.]

FOREIGN OFFICE, *May 23, 1863.*

SIR: I have the honor to acknowledge the receipt of your letter of this day's date, respecting the Phantom, * * * and I have lost no time in forwarding copies of these papers to the proper departments of her Majesty's government.

I have the honor, &c.,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *May 27, 1863.*

SIR: I had the honor, in my note of the 3d ultimo, to communicate to you the result of the inquiries which had been instituted by her Majesty's government on the receipt of your letter of the 26th of March, in which you denounced the Phantom steamer as being in course of construction at Liverpool as a vessel of war for the service of the so-styled Confederate States.

The evidence which I was then able to lay before you seemed to show that you had been misinformed in this respect; but as the depositions inclosed in your letters of the 16th, 19th, and 23d instant appeared to call for further inquiry, her Majesty's government did not lose a moment in causing such further inquiry to be made, and I now proceed to communicate to you the result.

First. With regard to the allegation that the Phantom has port-holes, the collector at Liverpool has obtained from the surveyor a report, from which it appears that though the Phantom has ports on deck, it is evident from their size and situation that they are intended for the escape of water, and not for guns, which the strength of the deck is not sufficient to carry; moreover, the permanent fittings on deck would interfere with the working of guns. The surveyor adds that, in his opinion, the Phantom is intended for mercantile pursuits, but whether of a lawful character or for running the blockade there is no evidence to show.

Secondly. The commissioners of customs, since the date of my last letter, have caused a strict watch to be kept upon the Phantom, but nothing has transpired worthy of special notice, and the several papers in regard to this vessel, including the depositions forwarded by you, having been submitted to the legal adviser of that board, he has reported that there is no evidence to warrant the slightest interference with her. Indeed, it is stated that during a recent interview between that officer and Mr. Squarey, the solicitor to the United States consul at Liverpool, Mr. Squarey admitted that there was no case against the Phantom, and that the recoil of a heavy gun would shake her to pieces.

I have the honor, &c.,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Earl Russell to Mr. Adams.

[Extract.]

FOREIGN OFFICE, *May 30, 1863.*

SIR: With reference to my letter of the 27th instant, respecting the steamer Phantom, I have now the honor further to state to you, as regards the deposition of Mr. De Costa, which was inclosed in your letter of the 23d instant, that her Majesty's government learn from a report of the surveyor of Liverpool that it is true that that vessel was in the Mersey on the 19th instant, removing from the Toxteth to the London graving dock, with Mr. Mann, her owner, Mr. Thomas Miller, the son of her builder, but not one of the firm, a pilot, and Mr. Tessier, on board, but that it is not correct that there were several men on board in blue uniform with gilt buttons, the fact being that there was no one on board so attired.

The surveyor further observes, that it is difficult for any one at all familiar with the construction and fittings of vessels intended for war-like purposes to account for the supposition that the Phantom is destined for such a service, her hull being of the most fragile character that can be conceived for a sea-going vessel, her steel plates being but a quarter of an inch thick, and her iron frame of the same proportion.

* * * * *

I have the honor, &c.,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

—

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, May 30, 1863.

MY LORD: I have the honor to transmit copies of a letter from the consul of the United States at Liverpool, and of two more depositions relating to the case of the Phantom. I do not presume that they will have any effect in varying the reply already given to my former representations in your lordship's note of the 27th instant. Notwithstanding the report made concerning the objects of that vessel, I greatly fear that she will turn up in America, much in the character of the Georgiana. I can only hope for the sake of the harmony of both countries that she may meet with the same fate.

I pray, &c.,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

—

Mr. Dudley to Mr. Adams.

[Extract.]

UNITED STATES CONSULATE,
Liverpool, May 28, 1863.

SIR: I have the honor to inclose you two more affidavits about the steamer Phantom, now at this port. This vessel made another trial trip on Tuesday, returning yesterday. I am informed she is to be a privateer for the so-called southern confederacy.

I am satisfied, from what I hear of this craft, that she will arm either at this or some other port, and cruise against the government of the United States. The Hamilton referred to in the affidavits as being on board is John Randolph Hamilton, of South Carolina, an officer belonging to the navy of the so-called southern confederacy, sent over here by that government as an assistant to Captain Bullock, to aid in fitting out and building naval vessels for the insurgents. Captain Tessier is the same man who took out the armament to the Oreto, now called the Florida, built by these same parties who built the Phantom, and who took out from Liverpool a part of the armament and Captain Semmes to the steamer Alabama. She is to sail Saturday or Sunday next.

* * * * *

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

Hon. CHARLES FRANCIS ADAMS,
United States Minister.

Deposition of Henry Redden.

I, Henry Redden, of 16 Hook street, in Liverpool, mariner, do solemnly declare and say as follows:

I know the steamer Phantom, lately built by Messrs. W. C. Miller & Sons, at Liverpool. Said vessel went on a trial trip on Tuesday evening last, the 26th instant, and returned yesterday evening. I was on the Wellington pier when she came in, and saw her. I passed the ropes to help her into the dock. She was in command of Captain E. L. Tessier. to my own personal knowledge, the same man who formerly commanded the steamer Bahama, and who conveyed part of the armament to, and assisted to fit out, the Alabama, or 290, at Terceira. I was close to said steamer when she came to the pier, and could distinguish any person on board of her, and speak with him. There were seven gentlemen on board. I knew one of them to be one of the firm of Fawcett, Preston & Co., two of the firm of Fraser, Trenholm & Co., and a small man I heard addressed as Mr. Hamilton. The captain (Tessier) asked me how I would like to go in the vessel: I told him I would not go. He said she would sail on Saturday night or Sunday morning. He said that to the dock-master in my hearing. The crew on board told me they were engaged for Nassau; that they had been shipped on board the vessel, and not at the Sailor's Home; that they had four pounds a month, and one month in advance. Said vessel is adjusting her compass to-day.

And I make this declaration, conscientiously believing the same to be true, and by virtue, &c., &c.

HENRY REDDEN.

Declared and subscribed, the 28th of May, 1863, before me.

J. PEARSON,
A Commissioner, &c.

Deposition of Matthew Maguire.

BOROUGH OF LIVERPOOL, to wit:

I, Matthew Maguire, of Liverpool, in the county of Lancaster, in the United Kingdom of Great Britain and Ireland, commission agent, do solemnly and sincerely declare:

That on the evening of yesterday, the 27th instant, about 5 o'clock, I saw the steamer Phantom, lately built at this port by Messrs. William C. Miller & Sons, return from a trial trip; and saw Mr. Mann, of the firm of Fawcett, Preston & Co., and Mr. Hamilton, an American, who are well known to me, on board of her. There were several others on board, one of whom I believe to be one of the firm of Fraser, Trenholm & Co., but am not sure. Captain E. L. Tessier, who is also well known to me, was also on board said steamer, and acting as master of her.

MATTHEW MAGUIRE.

Declared, &c., 28th May, 1863, before me.

HENRY DUNCAN,
A Commissioner, &c.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, June 1, 1863.

SIR: I have the honor to acknowledge the receipt of your letter of the 30th ultimo, inclosing further depositions respecting the Phantom.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, June 3, 1863.

SIR: With reference to my letter of the 1st instant, I have the honor to state to you that her Majesty's government have fully considered, in communication with the law officers of the Crown, the various papers submitted by you, including the depositions inclosed in your letter of the 30th ultimo, relative to the case of the Phantom, together with the information which has been obtained by the board of treasury and by the Home Office on the same matter, and that it appears to her Majesty's government that no sufficient evidence has yet been produced to warrant them in taking any action with respect to that steam vessel.

I have the honor to be, &c.,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 89.]

UNITED STATES CONSULATE,
Liverpool, June 10, 1863.

SIR:

The Phantom shipped her crew at the Sailor's Home on Monday last. Their contract is for a voyage to Nassau for a term not to exceed six calendar months; wages, three hundred and ten shillings per month. On Saturday she took in eight large cases, supposed to contain shot. She cleared yesterday, and has sailed to-day for Nassau, E. T. Tessier, captain; Fraser, Trenholm & Co., consignees. Her crew is put down nominally at twenty-seven men, but she has more than this number on board. There is no doubt about this vessel. She has been built for and belongs to the southern confederacy, and after she gets out will no doubt be armed and turn privateer. I shall procure a copy of her register.

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

HON. WILLIAM H. SEWARD,
Secretary of State.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 90.]

UNITED STATES CONSULATE,
Liverpool, June 12, 1863.

SIR: Referring to dispatch No. 89, and the clearing and sailing of the steamer *Phantom*, I have now to state that previous to her sailing a register was taken out at the Liverpool customs in the name of William Thompson Mann, one of the firm of Fawcett, Preston & Co. A slip from the *Journal of Commerce* of to-day states she sailed for Nassau *ex route* to Charleston.

I am, sir, very respectfully, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 178.]

UNITED STATES CONSULATE,
Liverpool, December 12, 1862.

SIR:

I have learned more about the steamer at Stockton, to which I have so often referred in my dispatches. The contract for building her was made by Fraser, Trenholm & Co., and they are making all the payments as they become due. The frame and wood-work are very strong and securely bolted. Over this they are putting on iron plates one and one-third inch in thickness, with a lap of six inches on each plate, which will make almost a double thickness of plates. These plates are secured with heavy iron bolts. It is said here that she is for the merchant service, but I doubt it. If for an ordinary steamer, why build her so strong, and then cover her with iron plates in such manner as to give her nearly three inches of iron on her sides? Besides this, the fact that she is building for Fraser, Trenholm & Co. of itself is a suspicious circumstance. There are dozens of sea-going steamers that they could buy, good enough for ordinary purposes. The consul at Newcastle-on-the-Tyne is watching her closely, and will no doubt endeavor to ascertain her true character. She will not be ready to launch before February.

I have the honor to be, sir, very respectfully, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 48.]

UNITED STATES CONSULATE,
Liverpool, March 13, 1863.

SIR:

Referring to my dispatch of December 30, 1862, numbered 185, and to a vessel building at Stockton for Fraser, Trenholm & Co., I have now

to report that this vessel has been launched and named the Southerner. I presume our consul at Newcastle-on-the-Tyne has fully advised you about this steamer.

I am, sir, very respectfully, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 66.]

UNITED STATES CONSULATE,
Liverpool, April 22, 1863.

SIR:

Inlosures Nos. 2 and 3 are copies of two affidavits in the case of the steamer Southerner, now building at Stockton. One shows she belongs to Fraser, Trenholm & Co.; the other that Captain Butcher, who took out the Alabama, is superintending the building. My men who have been to see her report to me that she is built for merchant rather than war purposes; but this may be said of the privateer Virginia. She, too, was built for merchant service. The Southerner can be converted into a privateer as well as the Virginia. Copies of these affidavits were sent to Mr. Adams yesterday to be laid before the government.

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

I, the undersigned, Joseph H. McChesney, the United States consul at Newcastle-upon-Tyne, do solemnly and sincerely declare that Mr. Lockwood, of the firm of Pearce & Lockwood, builders of the new steamer named the Southerner, at Stockton-on-Tees, informed me at their office in Stockton that they were building said steamer for Fraser & Co., of Liverpool, who had contracted for the same. And I make this solemn declaration, conscientiously believing it to be true, and by virtue of the provisions of an act passed in the sixth year of the reign of his late Majesty King William the Fourth, entitled "An act to repeal an act of the present session of Parliament, entitled 'An act for the more effectual abolition of oaths and affirmations taken and made in various departments of the state, and to substitute declarations in lieu thereof, and for the more entire suppression of voluntary and extra-judicial oaths and affidavits, and to make other provisions for the abolition of unnecessary oaths.'"

Declared at Newcastle-upon-Tyne, the 11th day of April, 1863, before me.

J. H. MCCHESENEY,
A Commissioner to administer oaths in Chancery in England.

I, Matthew Maguire, of Dryden Road, Edge Lane, Liverpool, commission agent, do solemnly and sincerely declare that on the 16th day of March instant I was at Stockton-on-Tees, and there saw in the building yard of Messrs. Pearce & Lockwood a large screw steamer, bark-rigged, hull painted dark green, one funnel painted, which I was informed by the persons at work on and about her was called the Southerner; that I saw there Captain Butcher, the same person I knew as being in command of the steamer 290, afterwards called the Alabama, built by the Messrs. Laird, at Birkenhead, at the time of her sailing from Liverpool in August, 1862, and he, the said Butcher, appeared to be superintending the fitting out of the said steamer, the Southerner, giving orders to the workmen, and evidently recognized by them. I knew him to be the same man who was in the Alabama, having seen him on board that vessel when in Laird's yard. And I make this solemn declaration, conscientiously believing the same to be true, and by virtue of the provisions of an act made and passed in the sixth year of the reign of his late Majesty King William the Fourth, entitled "An act to repeal an act of the present session of Parliament, entitled 'An act for the more effectual abolition of oaths and affirmations taken and made in various departments of the state, and to substitute declarations in lieu thereof, and for the more entire suppression of extra-judicial oaths and affidavits, and to make other provisions for the abolition of unnecessary oaths.'"

MATTHEW MAGUIRE.

Declared and subscribed at Liverpool, in the county of Lancaster, the 21st day of April, 1863, before me.

J. PEARSON,

A Commissioner to administer oaths in Chancery in England.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 88.]

UNITED STATES CONSULATE,
Liverpool, June 3, 1863.

SIR:

Inclosure No. 2 is a copy of letter from one of my men now at Stockton looking after the steamer Southerner at that port. The information contained in it I regard as of sufficient importance to warrant me in transmitting the copy. I have instructed him to procure affidavits of all the facts and send them direct to Mr. Adams. We have affidavits that this vessel belongs to Fraser, Trenholm & Co., and has been superintended by Captain Butcher. I am informed that she is to come around to Liverpool, and will be here about the 9th; that she is to go out as a privateer, but do not regard the information from an entirely reliable source, though there is much to confirm it. Thus far I have not been able to obtain any positive or direct evidence of her intentions. * * * If it be true that she is to turn privateer, her arms and ammunition will no doubt be sent out on some other vessel. I forwarded yesterday a copy of this letter to Mr. Adams.

I am, sir, very respectfully, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

STOCKTON-ON-TEES, *May 30, 1863.*

DEAR SIR: On my arrival here I communicated with Blahiston, and have been busy all day about the Southerner. The facts, which can now be proved, are as follows:

That the Palmetto and the name Southerner are on the stern of the vessel; that the Palmetto and C. S. C. (understood here to mean "confederate screw cutter") is on all the porcelain fittings. That the manager of the works told me in Blahiston's presence that "Captain Butcher would take charge of the ship as commander in the first instance."

That we learned from the workmen that Butcher spent "the greatest part of his time in superintending the vessel," and also that "everything was kept very quiet," but that it was perfectly understood she was to have twelve guns on board, but that she would take them from some other vessel which was to meet her somewhere; that she leaves Stockton (this was from the manager) on Tuesday afternoon. From another party I have that she goes to Hartlepool to have her compasses rectified. That she has engaged part of her crew, and that the men have served under Butcher before. That there are on deck now two cannons, 18-pounders, mounted &c., marked:

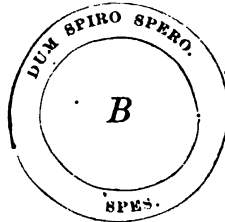
G. S. Hall.

S.

18.

But that there are five port-holes cut on either side in the bulwarks, and that from other information we believe that there are other guns concealed on board. That the windows of the aft-saloon contain the following emblems, identifying the ship with the confederacy, viz:

No. 1.



The oval A is a palm-tree with fasces crossed at the base; in B a figure of hope presenting a cotton-plant.

No. 2. On the window facing this there is the British coat-of-arms, lion and unicorn, &c.

No. 3. On the west window is a view of Charleston from the inside, with the confederate flag and union jack flying from the towers of the fortifications.

No. 4. Is a view of Savannah from the interior.

We were on board for more than an hour. The tonnage of the vessel is 2,000 tons. The engines 300 horse-power, and the manager, "Zounger," told us that she was intended for light draught of water. That

the workmen on board said that "things were kept very quiet, but that it was notorious that the vessel was for something more than appeared."

The ballast of the ship is pig iron. The whole of the deck cabins are capable of easy removal. They are of painted maple. The tables in the saloon are ready, and the carpet is laid down.

I think that the only important facts we have got are the positive information from the manager and workmen of the yard as to Butcher. The other points may be corroborative, but alone are nothing. What I wish to ask is, whether you think that it is desirable (providing we get no more facts) to put these statements in this letter into a deposition. If so, please to write, so that I may have your advice without fail on Tuesday morning.

In the mean time I hope to get other facts directly connecting Butcher with the ship, and shall spare no efforts to do so. On Wednesday I propose to be in Hartlepool to meet the ship and watch her there, and perhaps it may be as well to wait till then before making a deposition. I am deeply anxious to complete this case, but I must admit that I am not as successful as I could wish. I leave the remainder of this letter for anything which may turn up before post time to-morrow.

I am, dear sir, yours, faithfully,

J——— ·———.

T. H. DUDLEY, Esq.

Mr. Adams to Mr. Seward.

[Extracts.]

No. 425.]

LEGATION OF THE UNITED STATES,
London, June 5, 1863.

SIR: * * * * *

I now transmit copies of note and papers connected with the * * Southernner, * * and likewise of such replies as I have received from Lord Russell.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, June 3, 1863.

MY LORD: I have the honor to submit to your consideration copies of two depositions relating to a vessel which has been fitting out at Stockton-on-Tees, for some purpose not usual in times of peace. This vessel is called the Southernner, and is the same to which I called your lordship's attention in my note of the 26th of March last. I think it can scarcely admit of a doubt that she is intended to carry on the same piratical mode of warfare against the commerce of the United States now practiced by the so-called Alabama and the Oreto. The

person superintending her equipment appears to be the same who was equally active in the case of No. 290. I therefore feel it is my duty to call your lordship's attention to the case in order that the proper measures may be taken in season to prevent any evil consequences to the peace of the two countries from the escape of such a vessel.

I pray your lordship to accept, &c.,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Deposition of John Baxter Langley.

I, John Baxter Langley, surgeon and journalist, do hereby solemnly declare that on Wednesday, the 13th day of May, I was in Stockton-on-Tees, and that I went on board a vessel lying beside the ship-building yard of Pearse, Lockwood & Co. The ship was about 320 feet long, and had the name "Southerner, Liverpool," painted in gilt letters on her stern. She was an iron screw steamer, which I judged to be from 1,800 to 2,200 tons register. In the cabins I saw porcelain basins, marked with a palm tree, and the letters C. S. C., which I understood to mean "confederate screw cutter." The same day I saw a hole being cut in her side, and judged that her iron plating, above the water-line, was about ten inches in thickness. A workman, employed on board of the ship, told me that the vessel had plates of unusual thickness above the water line. It was notorious in Stockton, at this time, that the vessel was intended to be used "as another Alabama." I was informed, moreover, that Captain Butcher, late of the Alabama, was superintending the building of the ship, and workmen in the yard told me that he was frequently on board of her superintending the work. I also declare that I was again in Stockton-on-Tees, on Saturday, May 30, and that I noticed further that the vessel in question had had five square holes, corresponding to her deck amidships, cut in her side, and suitable for guns to be worked on her deck amidships. I also declare that I went on board the vessel on that occasion and entered into conversation with Mr. Younger, the manager of the works, who stated that the arms of the Confederate States were on the cabin window on one side, and views of Savannah on the other. He said that the vessel was intended to carry cotton from Charleston, and that Captain Butcher was to take charge of her as commander in the first instance. He said she was also to carry passengers between Liverpool and Charleston. I went over the vessel and again observed the emblems on the porcelain in the aft cabin, and that the cabin windows had transparencies as follows: No. 1, two ovals; on the right a palmetto, with fasces and axes, crossed at the foot, with a garter and motto around it as follows: "South Carolina; animis opibusque parati." On the left oval an emblem of a female presenting a cotton plant, or something of the kind, with the motto "Dum spiro, spero," and "spes." On the window No. 2, facing this, is the British royal arms. No. 3 is a picture, which I take to be that of Charleston, with a fortification in the foreground, from which floated two large flags, the one being that known as the confederate banner, and the other "the Union jack." On window No. 4 was a picture, which I take to be that of Savannah, with a battery and gun in situation in the foreground. I saw two guns marked "G. S. Hall, S. 18s," on board. I supposed them to be about 18-pounders. Opposite the ports were rings, which I supposed to be intended to work the guns. In some cases the rings had

been removed from the sockets. I went down into the hold also. One of the workmen on board told me that Captain Butcher was superintending the building of the vessel, and that he spent the greater part of his time on board, and had done so for more than a month. He said that it was quite understood that the ship was to take other guns on board from some vessel which was to meet her at sea. He said also that Captain Butcher had engaged his crew, and that some of those who had gone with him before were engaged to go with him again. I was also informed, on the same day, that a cargo of charcoal was to be put on board of the Southerner, so as to give off no smoke from her funnel. Mr. Younger, the manager, stated that the vessel would sail from the Tees on Tuesday evening or Wednesday morning. A common rumor states that she will leave the river on Tuesday night, and that she will stop at Middleshow till the following day, after which she will go to Hartlepool and have her compasses rectified. Other reports say that she is to go direct to Liverpool, and there take in her crew. From what I have heard and seen, I am of opinion that the ship in question is intended for the service of the Confederate States as a privateer, and that she is not for the purpose for which she is ostensibly constructed. I believe that the extensive space below and between decks is intended to contain and receive the cargoes of merchant vessels seized by this Southerner.

On Monday, June 1, I went to the ship-yard of Messrs. Lockwood, Pearse & Co., and inquired for Captain Butcher. The watchman at the gate told me that "he had not seen him that morning yet, but that he might have come in through the office and gone on board the ship." I went to the office and saw a clerk there, who said that it was about Captain Butcher's time, and that if I walked up to towards his lodgings I should probably meet him. He told me the way he usually came down. I understood him to say that Butcher was there regularly every day. I then went up to the place where I was told that Butcher lodged, and asked for him. I was shown in to him, and inquired whether he would have any objection for me, as a reporter connected with the London press, to go on board when she went on her trial trip from Hartlepool on Wednesday. He said, in reply, "I should not have the smallest objection; but I do not take charge of the vessel until she is quite complete." I stated that I had understood that he was in command of the ship, to which he replied: "Yes, that is quite right; but I do not like to take any responsibility until the ship is finally delivered over to me," or words to that effect. He said, further, that he would speak to the builders about the matter, and that he would meet me on board the Southerner at one o'clock. I went down to the quay side, before one o'clock, and saw Captain Butcher on board the Southerner. I thought from what I saw that he was giving orders to men on board. I saw several of the men touch their hats to him. When I went into the yard I was told that Captain Butcher was on board the big ship, and I found him on the aft-poop, where I had previously seen him. He recognized me again, and spoke to a gentleman whom I understood to be one of the builders—either Mr. Pearse or Mr. Lockwood. He said: "Come this way and I will introduce you." I spoke with them both, and I heard the gentleman say to Captain Butcher, "I would not allow any one to go with you down the river." Then turning to me he said: "We shall send down a train from this very early, starting about five o'clock, and you can join us if you like." I said that I should probably go to Hartlepool, and he then said: "Well, the harbor-master knows all about it. A vessel will be sent out from West Hartlepool about six in the morn-

ing." I asked Captain Butcher to give me his card as a pass, and he did so. Captain Butcher and Mr. Pease (†) then joined some visitors who were in the aft-cabin, and I joined them. One of the ladies asked what was the meaning of the C. S. C. on the plates and dishes, and basins. The gentleman said that it was not known; that it might be Charleston Steam Company, or anything else, and then laughed in a manner which led me to suppose that he knew more than he was inclined to tell. In reply to the same question Captain Butcher said that it might mean Confederate Steam Company, or Charles Spence & Company, or anything else. He laughed when he said this, in the same manner the other gentleman had done. On the same day I went to a photographer's named Guttenburgh, and there saw a picture of Captain Butcher taken in the dress of a naval officer. I had seen a cap, such as the picture represented, hanging up in his lodgings. The buckle and buttons of the uniform bear the emblem of the southern confederacy—the palmetto. There are also letters on the buckle, which, however, are not easily legible. I had heard that Captain Butcher was distributing these *carte-de-visites* among his friends, and I purchased one. I can declare it to be a correct likeness of Captain Butcher, and I am told that the uniform is that of the Confederate States navy. And I make this solemn declaration, conscientiously believing the same to be true, &c., &c.

J. BAXTER LANGLEY.

Subscribed and declared at Stockton, in the county of Durham, this 2d day of June, 1863, before me, Joseph Dodds, a commissioner to administer oaths in chancery, in England.

Deposition of Wm. M. Blakiston.

I, William Milburn Blakiston, of Middleboro', engineer, do hereby solemnly declare and affirm as follows:

That is to say, that I have passed frequently up and down the river Tees, in passenger boats running between Stockton and Middleboro', and observed the building and fitting out of a vessel of large size at Messrs. Lockwood & Pearse's yard, in Stockton-on-Tees, and a rumor being quite common that the said ship was being built for the southern confederacy, I was led to observe more closely the building and fitting out of the vessel from time to time. On the 25th of May I observed that there had been cut on each side of the bulwark, amidships—that is, between the fore-poop and the after-poop—five square holes about eighteen inches square, in each of which had been fitted a hinged flap of iron, so that, when closed, at a distance of one hundred yards nothing particular could be observed. On the same day I passed the vessel, in one of the river steamers, one of the said iron flaps was up, and, pointing its nose out of the hole was a gun mounted on a carriage. To all appearance this gun was about a four-inch bore. I had been previously told by a person, whom I believe to be credible and well informed, "that twelve (12) guns had come for her."

On the 18th of May, when I was at Stockton, I observed that there was painted on her stern, in white letters, "The Southerner, Liverpool;" but on the 25th of the said month that had been supplanted by an elaborate piece of carved work, on which was cut the name, "The Southerner, Liverpool." Above and in the center of the inscription there was "Palm Tree" in green and gilt.

On the 30th of May I went on board the same vessel in company with Mr. J. B. Langley, of London. I was present during a conversation between that gentleman and Mr. Younger, the manager for Lockwood & Pearse. I heard Mr. Younger say that "there were the arms of the Confederate States" on the cabin window, and that there were views of Savannah on the other. Mr. Younger said that "Captain Butcher," (who is reported to be the agent for the Confederate States of America,) "was to take charge of her," meaning the vessel, "as commander in the first instance." I saw her engines, being direct-condensing engines, with two multi-tubular boilers. Mr. Younger told me that they were three hundred horse-power, upon which I remarked, that seemed to be small power for a vessel of her size. In reply he observed that she was intended to navigate shallow waters, and that power did not much increase speed. I had been previously informed that a large quantity of charcoal had been consigned to a hosier in the town of Stockton, the charcoal, however, being really intended for the use of this vessel; and should such be the fact, I know that it could be used with the boilers I saw for the purpose of rapidly raising steam without any smoke. I observed two or more steam cranes on the upper deck. In the cabins aft I saw the wash-stand basins marked with the palm tree and the letters C. S. C., which I understood to mean confederate screw cutter. I saw on the windows of the cabin transparencies representing what I believe to be arms of the State of South Carolina, the British arms, and a view of Savannah; also a picture of a turret with two flags, one being the confederate banner, and the other the British ensign. I saw two guns on board mounted on carriages. I had also a conversation with one of the workmen on board the ship, who told me that she had two hundred tons of pig iron on board as ballast. I asked him if he thought that the two guns I had seen were sufficient for a ship of her size; and his reply was that "everything was kept very quiet; but no doubt she would take more guns on board when she got out to sea, as the other one had done." I understood him to mean the Alabama by "the other one." As Captain Butcher had been named as the commander of that vessel, I asked him if Captain Butcher spent much of his time on board the Southerner, and he replied that for the last month he had spent the greater part of his time on the vessel. He said Captain Butcher had engaged his crew, and that some of those who had served under him before were engaged to go with him again. I believe that the ship is intended to go away from Stockton on Tuesday evening to Hartlepool, for the purposes of having her compasses adjusted, &c., &c.

WILLIAM MILBURN BLAKISTON.

Subscribed and declared, &c., June 2, 1863, before me.

J. DODDS, *Commissioner, &c.*

Earl Russell to Mr. Adams.

FOREIGN OFFICE, June 4, 1863.

SIR: Your letter of yesterday respecting the Southerner was unfortunately not delivered at the Foreign Office till 8.50 p. m., some time after the business of the day was ended and the office closed.

I have, at the earliest possible hour this morning, communicated with the treasury and home department, and I have requested that orders

may at once be sent by telegraph to the proper authorities to pay immediate attention to the circumstances set forth in your letter.

I have the honor to be, &c.,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 89.]

UNITED STATES CONSULATE,
Liverpool, June 10, 1863.

SIR:

* * * * *

Mr. ———, who was sent to Stockton to look after the steamer Southerner, has returned. He was on the vessel a number of times; talked with Captain Butcher, who is in command, and with the other officers. He accompanied her on the trial trip from Stockton to Hartlepool; his opportunity for seeing, hearing, and obtaining information about the character and destination of the vessel was good. He is strengthened in his convictions that she is intended as a privateer. He finds that the state-rooms, and all the appliances for carrying passengers, are very slightly put up, and can be removed at any moment. She has two small guns mounted on her decks, such as are usually found in passenger vessels of her size. He was not so fortunate as to obtain any direct evidence as to her being a privateer. He made an affidavit of all he saw and learned, and procured another from ———, his assistant. I directed him to send them to Mr. Adams. This was done, and he, Mr. Adams, caused copies to be laid before Lord Russell. She is now on her way to Liverpool, so they say. I am expecting her to arrive every moment.

* * * * *

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Mr. Seward.

[Extract.]

No. 432.]

LEGATION OF THE UNITED STATES,
London, June 18, 1863.

SIR: I have the honor to transmit a copy of a note from Lord Russell to me, of the 12th instant, in reply to my representation of the case of the steamer Southerner, as reported in my number 425, of the 5th of June. I had not been led to expect any other answer, especially after I learned that the deposition of the principal witness, Mr. Langley, was put at once into the hands of the parties complained of. This is not the first time that the action of the subordinate officers employed by the government has had the effect of preventing rather than promoting the development of testimony likely to inculcate the offenders. Thus it happens that the Phantom has actually sailed, and the Southerner will

soon sail, probably to turn up, in some shape or other, as active participants in the hostilities carried on by the rebels on the ocean against the people of the United States.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,

Secretary of State.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *June 12, 1863.*

SIR: At the same time that I communicated to the lords of the treasury and to the secretary of state for the home department, as I informed you in my letter of the 4th instant, the statements respecting the Southerner, contained in your letter of the 3d instant, I submitted those statements also to the consideration of the law advisers of the Crown; and I have since learned from them that, in their opinion, the evidence supplied by those statements would not support a charge against the vessel that she is so equipped, or fitted out, or destined, as to constitute a breach of the provisions of the foreign enlistment act, and that it, consequently, did not afford sufficient warrant for arresting the vessel.

The greater portion of the two depositions inclosed in your letter consists of hearsay matter, or statements of mere belief, which, according to American equally with British law, are inadmissible in a court of justice, and upon which her Majesty's government could not legally proceed.

Attention will, nevertheless, continue to be paid to the vessel, with a view of guarding, as far as possible, against her being equipped in this country in a manner inconsistent with the provisions of the foreign enlistment act.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Mr. Seward.

[Extract.]

No. 449.]

LEGATION OF THE UNITED STATES,

London, July 10, 1863.

SIR: In connection with your dispatch* of the 17th of June, (No. 629,) relating to armed vessels fitted out from here, I have the honor to transmit the copy of a letter received from Commodore Thatcher, of the Constellation, reporting certain anticipated movements of the steamer Southerner, now preparing to depart from Liverpool. Copies of the correspondence between Lord Russell and myself respecting that vessel, excepting the final reply of his lordship, received on the 3d of July, and

* Dispatch No. 629 from Mr. Seward to Mr. Adams is printed under "The Alexandra," *post.*

inclosed herewith, have been already laid before you. There never has been any idea in my mind that she could be, technically speaking, denominated a war vessel. But there is no reason why she could not be as well employed in depredating on the unarmed mercantile navy as the Japan, the Lapwing, the Tacony, or any other of the ships that could mount a few guns to be so used. I must be permitted to express the belief that the time has arrived when the security of our commerce in Europe depends on the presence of some war steamers of a higher class than have ever yet appeared since the war began.

I have the honor to be, sir, your obedient servant,
CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State, Washington.

Commodore Thatcher to Mr. Adams.

UNITED STATES SHIP CONSTELLATION,
Leghorn, June 29, 1863.

SIR: I have the honor to inform you that I have learned from many private sources entitled to credit that a very fast steamer, said to be called the Southerner, has been built in England, destined for a confederate privateer, to cruise against our extensive commerce in the Mediterranean; and from the fact that a rebel commander, Thomas Jefferson Page, late of the United States navy, has recently arrived at Florence, with the intention, it is believed, of commanding this vessel, I have reason to think this information correct.

This vessel, it is said, will arrive in a Mediterranean port with regular papers and a cargo, but fitted for a cruiser in all respects, except her heavy armament, which can easily be placed on board of her by a similar process to that of the arming of the Alabama. As this sloop-of-war is the only United States vessel in the Mediterranean, and is but a sailing vessel, she could not, of course, successfully pursue a fast steamer, especially at this season of prevailing calms. May I not, therefore, take the liberty of requesting you to urge upon our Navy Department the necessity of sending, at the earliest possible moment, at *least one* fast and well-armed steamer here before this intended work of destruction shall have been inaugurated.

I have the honor to be, sir, very respectfully, your obedient servant,
HENRY K. THATCHER,
Commodore United States Navy.

Hon. CHARLES FRANCIS ADAMS,
United States Minister to the Court of St. James, London.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *July 3, 1863.*

SIR: I had the honor on the 12th of June to communicate to you the result of the inquiries which had up to that time been instituted by her Majesty's government with reference to the statements respecting the vessel Southerner, contained in your letter of the 3d of that month. I, however, added that attention should, nevertheless, continue to be paid to that vessel, with the view of guarding, as far as possible, against her

being equipped in this country, in a manner inconsistent with the provisions of the foreign enlistment act.

I have now to inform you, in fulfillment of that assurance, that her Majesty's government considered it desirable to request the board of admiralty to associate with the custom-house surveyor at Liverpool an officer well acquainted with the build and equipment of vessels of war, with instructions to survey the Southerner, and to report the result to her Majesty's government.

That officer's report has now been received, and I have the honor to acquaint you that it appears from it that the Southerner is an ordinary built iron screw steam passenger and cargo vessel of one thousand five hundred and sixty-nine tons, fitted with engines of three hundred horsepower; that she is also fitted with top-gallant, fore-castle, and poop-deck, with deck-house continuous fore and aft with the same, in the same manner as the Inman line of screw-boats sailing between Liverpool and New York; that she is fitted up aft, under the poop-deck, with cabin accommodation for about sixty-six saloon passengers; the fore-castle for the crew, and deck-houses for the ship's officers; that her holds are appropriated for the reception of cargo, and that she is fitted with steam winches for working the same.

The admiralty surveyor further reports that he finds, upon examination, that her top sides are of iron plates three-eighths of an inch thick, and are in no way fitted or secured for the working of guns, and that she has two gangways fitted, one on each side amidships, for the purpose of working her cargo.

The surveyor, in conclusion, says that upon fully examining the Southerner, he cannot find anything with regard to construction or fittings that would leave him to suppose that she was intended for beligerent purposes.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 127.]

UNITED STATES CONSULATE,
Liverpool, August 7, 1863.

SIR: * * * * *

The steamer Southerner, belonging to Fraser, Trenholm & Co., built at Stockton, so often referred to in this correspondence, was entered to load on the 5th instant, at Liverpool, by G. E. Disier & Co., consignees, for Alexandria, via Cardiff. M. J. Butcher, the same person who took out the Alabama, is to command her. She is to ship her crew to-day, and will no doubt sail to-morrow. I have not learned her destination, or the character in which she will go out; everything is kept secret about her. If able to learn anything will communicate it to Mr. Adams. * * *

I am, sir, very respectfully, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

N. B.—August 8, 1863.—The Southerner cleared late last evening.

She has her crew on board; lies in the stream, ready to sail. Will go out to-day. I have written to our consul at Cardiff, and Mr. Adams, about her.

Mr. Dayton to Mr. Seward.

LEGATION OF THE UNITED STATES,
Paris, October 6, 1863.

No. 357.]

SIR: I have the honor to inclose herewith a copy of a communication just received from the United States consul at Algiers, in reference to the rebel steamer Southerner. From this it would appear that she is engaged in the transportation of cotton to England.

I am, sir, your obedient servant,

WILLIAM L. DAYTON.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Kingsbury to Mr. Dayton.

CONSULATE OF THE UNITED STATES,
Algiers, October 2, 1863.

No. 2.]

SIR: I have the honor to inform you that, while absent from my post by special permission, I received information that the suspected pirate steamship Southerner was at Malta, *en route* from Alexandria to Algiers. Accordingly I made all possible haste to return, hoping, if my information was correct, and our apprehensions should be sustained by the actual character of this vessel, that I might be able to render some service to our country. But since my arrival I have ascertained that the Southerner came into this port on or about the 20th ultimo, and landed several hundred Turkish pilgrims, and proceeded hence to Tangier to land the remainder of this class of her passengers.

She had a full cargo of cotton, even her cabin being filled, and was proceeding to Liverpool, having been dispatched on this voyage by the well known firm of Wilson & Co. The ship has an English register, a transcript of which I have seen, is about one thousand five hundred tons, and has a crew of fifty-two men. While in this port she hoisted none but the English flag. This information has been given to me by a perfectly competent and reliable gentleman of my acquaintance at this place.

I am also informed that the British and United States flags are painted upon the partitions of the companion-way or entrance to her cabin, the ship having been built, it is said, to run between Liverpool and Charleston. Captain Butcher, who commanded the Alabama on her trial trip, commands the Southerner, and has been for several years employed by Messrs. Wilson & Co.

I think this information, which I have not the slightest reason to doubt, will quiet our apprehensions concerning this vessel, at least until she has discharged her cargo of cotton.

With sentiments of very high respect, I have the honor to be, sir, your most obedient servant,

EDWARD L. KINGSBURY,
United States Consul.

Hon. WILLIAM L. DAYTON,
*Envoy Extraordinary and
 Minister Plenipotentiary, &c., &c., Paris.*

CASE OF THE ALEXANDRA.

Mr. Dudley to Mr. Seward.

No. 46.]

UNITED STATES CONSULATE,
Liverpool, March 11, 1863.

SIR: William C. Miller & Son launched on Saturday last the gunboat they are building for the confederates. She was towed into the Coburg dock to receive her engines, made by Fawcett, Preston & Co., which are completed and ready to be put on board. Fawcett, Preston & Co. made the contract for building this boat with Miller & Son, the same as they did that for building the Oreto, now called the Florida. This vessel is smaller than the Oreto, and from appearances will carry but two guns, one forward and one aft, both large pivot, and so arranged as to fire over the bulwark. Captain Tessier, the same who commanded the Bahama, with a number of men from Fraser, Trenholm & Co., were at the launching. Captain Tessier took an active part, and, it is said, is to take the vessel out when completed. I have retained Mr. Squarey, of the firm of Duncan, Squarey & Blackmore, of this town, and shall go up to London to-morrow to retain and consult Mr. Collier, the barrister we had in the case of the Alabama. I shall do all I can to stop this vessel, but enter upon the business with doubts and misgivings. My attorney here gives me no encouragement, and thinks we shall fail if the government adhere to the rule they laid down in the other cases, of requiring us to make out a case before they moved to arrest her. If there was any way to get the case up before their courts, or to compel the parties building her to testify, there would be no difficulty; but the government gives us no aid, and leaves us to make out the case in the best way we can, and having no process to compel persons to testify, we cannot obtain one particle of evidence, except such as is voluntarily given, and the government here requires us to produce legal evidence before they will move. They will no doubt take out a register, and clear her for some port, and send her out as they did the Oreto, and place her guns and ammunition on some other vessel, and send them after her. I will report the result of my conference with Mr. Collier in my next.

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 50.]

UNITED STATES CONSULATE,
Liverpool, March 20, 1863.

SIR: Referring to dispatches No. 46 and 48, and to the subject of the gunboat Alexandra, recently launched from the yard of William C. Miller & Son, intended for the so-called confederate government, I have now to inform you that * * * I went * * * to London. I found Mr. Adams very much discouraged about the attitude of the English government in reference to the building and fitting out of these vessels, and doubting somewhat the policy of making further efforts.

He, however, assented to my obtaining the opinion of Mr. Lush, who is admitted to be one of the most eminent lawyers in the kingdom. In this country you cannot approach a barrister except through an attorney. I employed for this purpose a Mr. Crowdy. I inclose you, marked No. 1, a copy of Mr. Lush's opinion. I have determined to get up a case, if possible, against this vessel, and shall employ the necessary persons to do it. It will cost a very considerable sum of money, no doubt, but I think it best to make the effort. I have no idea that we shall succeed in stopping her; do not think the government are disposed to aid us in the least, or that they will interfere even if we should obtain the evidence. But it seems to me we should leave nothing undone on our part; that we should do our duty whether they do or not. If we should succeed in obtaining evidence, and then they refuse to interfere, it will place them in the wrong.

The great hardship and injustice of the matter is, that this government refuses to move until legal evidence is furnished, and requires the United States government to procure the evidence, and provides no process or means by which we can obtain it. I will do the best I can, and hope the department will approve my course.

* * * * *

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

CASE STATED BY THE UNITED STATES CONSUL AT LIVERPOOL.

On Saturday, the 7th of March, 1863, William C. Miller & Son launched from their shipyard at Liverpool a steam gunboat, built for the so-called confederate government in the United States, and called the *Alexandra*.

Fawcett, Preston & Co., of Liverpool, have made the engines and armament for this vessel. They also made the contract with the Millers for building the hull. The engine and armament are ready to be placed on board. The probabilities are that the vessel, after she is finished, will clear for some foreign port, and the armament be sent out in some other vessel, and placed on her there, in the same manner as was done in the case of the steamer *Oreto*, now called the *Florida*.

The money for building this vessel was paid by the house of Fraser, Trenholm & Co., of Liverpool, the well-known agents of the insurgents. She is being built under the superintendence of Captain Bullock, an officer of the so-called confederate navy, who superintended the *Oreto*, now called the *Florida*, built by the same parties, and the steamer *Alabama*, by the Lairds at Birkenhead, and who has been sent over here for the express purpose of superintending the construction of war vessels for the insurgent government.

The United States consul at Liverpool is anxious, in behalf of the United States, to prevent the vessel from sailing.

From the rule laid down by the British government in the cases of the *Oreto* and *Alabama*, and recent remarks made in Parliament about other vessels building, it is inferred that the government will not arrest this vessel without legal evidence being first produced, and that they will require the government of the United States to procure and furnish this evidence.

There is no doubt about the character of this vessel, the purposes or

parties for whom she is being built, or the main facts as above stated. The difficulty is to obtain the legal evidence. To do this it will be necessary to examine the parties engaged in building and fitting her out. How can this be done?

The questions submitted to counsel are, what can be done under the circumstances to stop this vessel? What can the government of the United States, or the United States consul, do to stop her? Is there any process or proceeding provided in English law by or under which the evidence of these parties who are engaged in building and fitting her out can be obtained? And generally to advise the United States government herein.

I am of opinion that there is no process or proceeding by which the parties alleged to be engaged in building and fitting out the vessel in question can be compelled to give evidence. I also think that the court of chancery cannot interfere by injunction to restrain the parties from sending the vessel to sea on the ground that by so doing they would be violating the provisions of the foreign enlistment act.

The charge, being one of a criminal nature, must be sustained by evidence making a *prima facie* case against the parties accused, before any proceedings can be taken against them, or in order to justify the seizure of the vessel. It is impossible to say beforehand what amount and quality of testimony will be sufficient. All that I can advise the United States authorities to do is to collect the statements of persons who, speaking from their own knowledge, can prove that the *Alexandra* is being built for warlike purposes under the direction and superintendence of Captain Bullock; that he is an officer of the so-called confederate navy, and that he superintended the construction of the *Alabama* and the *Florida*; and to lay these statements, with any other facts which can be obtained, before the government. Should the statement raise a fair inference against Captain Bullock, it might assist the object of the United States consul to summon him before the magistrates with a view to his committal for trial under the seventh section of the act 59 Geo. 3, c. 69.

R. W. LUSH.

TEMPLE, March 16, 1863.

Mr. Adams to Mr. Seward.

[Extract.]

No. 362.]

LEGATION OF THE UNITED STATES,
London, April 3, 1863.

SIR: I have the honor to transmit a copy of several notes which have passed between myself and Lord Russell respecting certain vessels in preparation at Liverpool to carry on hostilities against the United States. The evidence already collected to sustain these allegations, and that which we are in a way to obtain, will be of a kind, I trust, to enable the government to exert its power in some form of repression. I have labored to impress upon his lordship the value of some demonstration of the kind, as a protection to both countries against the unhallowed intrigues of desperate adventurers, British and American. I really think his lordship and a portion of the cabinet ministers sincerely so disposed. Others are inclined an opposite way, and still others are indifferent. So that it is impossible to predict what may be done. At Liverpool it

is improbable that any efforts of government officers to give aid can be depended upon.

I have the honor to be, sir, your obedient servant,
CHARLES FRANCIS ADAMS.

HON. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Earl Russell.

[Extract.]

LEGATION OF THE UNITED STATES,
London, March 30, 1863.

MY LORD:

I now have the honor to transmit to your lordship a copy of a letter from Mr. Dudley, together with a number of depositions taken before the collector of Liverpool, going to show a similar equipment of another steamer, called the *Alexandra*, in the same port. I shall remit no exertion to place in the hands of her Majesty's government all the information that can be obtained touching these hostile designs, being quite confident that I can in no way contribute so effectually to the defeat of the machinations of evil-minded persons, who hope, through a dexterous use of such hostile armaments, to involve the people of the two countries in hostilities out of which neither can expect to reap the smallest advantage.

I have the honor likewise to submit to your lordship's consideration another note from Mr. Dudley, of the 28th instant, transmitting copies of certain papers which appear to prove quite conclusively the relations of certain persons in Liverpool, whose names appear therein, to the insurgent authorities in the United States. It thus appears that the same individuals who were concerned in the outfit and departure of the gunboat 290, are those now mentioned as directing the outfit of the *Alexandra*.

I have the honor to be, my lord, your most obedient servant,
CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

[For inclosures 9 to 14, with above note, see "Rebel Cruisers," subdivision "The *Alabama*," dispatch from Mr. Adams to Mr. Seward, No. 362, *post.*]

1.

Mr. Dudley to Mr. Adams.

UNITED STATES CONSULATE,
Liverpool, March 28, 1863.

SIR: I inclose you copies of affidavits made before the collector of the port of Liverpool, and submitted to him in support of an application by me made to him this day, to retain the gunboat recently launched from

the yard of William C. Miller & Sons, called the *Alexandra*, which has been built for the rebels, and is now being fitted out here in this port, to cruise and make war against the government and people of the United States. The copies are sent to you for the purpose of being laid before the secretary of foreign affairs of her Majesty's government, as the basis of an application for them to arrest this vessel, at the instance of my legal advisers, Mr. Squarey and C. Milward, barrister, whom I have employed in connection with R. Lush, esq., Q. C. I inclose also a copy of my written application to the collector.

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

Hon. CHARLES FRANCIS ADAMS,
United States Minister.

2.

Mr. Dudley to the collector.

I, the undersigned, Thomas Haines Dudley, consul of the United States of America for the port of Liverpool and its dependencies, do hereby apply to you, on behalf of the government of the United States of America, to seize and detain a vessel, now lying in the Toxteth dock in the port of Liverpool, called the *Alexandra*, with her tackle, apparel, and furniture, with all the materials, arms, ammunition, and stores which may belong to or be on board of the said vessel, pursuant to the powers given to you in that behalf by the 7th section of the act of Parliament, 59 Geo. 3, c. 69, on the ground that such vessel is being equipped, furnished, and fitted out, in order that such vessel shall be employed in the service of the persons assuming to exercise the power of government, and called the Confederate States of America, and with the intent to cruise and commit hostilities against the government and citizens of the United States of America, with which government her Majesty the Queen is not now at war.

Dated 28th March, 1863.

THOMAS H. DUDLEY.

SAMUEL PRICE EDWARDS,
Collector of Customs, Liverpool.

3.

I, Thomas H. Dudley, of No. 3 Wellesley Terrace, Prince's Park, Liverpool, in the county of Lancaster, esquire, do solemnly, sincerely, and truly affirm and declare that the taking of any oath is, according to my religious belief, unlawful, and I do also solemnly, sincerely and truly affirm and declare as follows: I am the consul of the United States of America for the port of Liverpool and its dependencies; I say that there is now and for some time past has been a war carried on between the government and people of the United States of America and certain persons who have rebelled against such government, and pretended to set up and assume to exercise the powers of government, styling themselves the Confederate States.

I further say that to the best of my knowledge, information, and

belief, no leave or license has been had or obtained from or of her Majesty the Queen under her sign manual or any order in council, or any proclamation of her said Majesty or otherwise, or at all authorizing any person within any part of the United Kingdom to equip, furnish, fit out, or arm ships or vessels with intent or in order that such ship or vessel shall be employed in the service of the said so-called Confederate States to cruise or commit hostilities against the government and people of the said United States of America, and that her Majesty is not now at war with the said United States.

I say there have been built in this port for the government or persons assuming the government of the said so-called Confederate States two vessels of war, one of them, namely, the *Oreto*, now called the *Florida*, was built by Messrs. William C. Miller & Sons of Liverpool, and another, the *Alabama*, by Messrs. Laird & Company, and they had been employed by the said so-called Confederate States against the government and people of the United States of America in the war that is now going on, and armaments and war crews for both the said vessels went out in them or were sent out from England to meet the ships abroad and were then placed on board them.

On the seventh of the present month of March another vessel, built and intended for a steamship, was built by the said Messrs. William C. Miller & Sons, and as this deponent verily believes, built and intended for a gunboat, was launched by them from their ship-building yard in Liverpool, and was named the *Alexandra*, and which vessel is now in the Toxteth dock in the port and town of Liverpool, in the United Kingdom of Great Britain and Ireland.

Messrs. Fawcett, Preston & Co., of Liverpool, engineers, are supplying the engines for, and are now erecting and fixing the same on board the said ship.

I say I am informed and verily believe that Messrs. Fraser, Trenholm & Co., who act as the agents for the said so-called confederate government, are concerned in having the ship built and fitted out. That the moneys required for such purpose have been and are supplied by the said Fraser, Trenholm & Co. I further say, a Captain Bullock, who is in constant communication with parties in Liverpool who are known to be connected with and acting for the parties who have assumed the government of the so-called Confederate States, and who took out the vessel *Oreto*, now called the *Florida*, who superintended the building and fitting of the steam gunboat No. 290, now called the *Alabama*, who went with her on part of her voyage out from this port, is now in Liverpool, and, as I am informed and believe, is superintending the building and fitting out of the *Alexandra*.

I am informed and verily believe that a Captain Tessier, who has been long in the service of the said Fraser, Trenholm & Co., who commanded the *Bahama* when she took out Captain Semmes, now of the *Alabama*, as also part of the crew and armament of that vessel, to meet her and transship the same into her when she was at the island of Terceira, is also superintending the fitting out of this ship.

I say I have read the affidavits of John De Costa, Oliver Remington Mumford, Neil Black, Thomas Hutson, and Matthew Maguire, sworn the twenty-eighth day of March instant, and I say that from the facts therein spoken to, and from the facts and circumstances aforesaid, I verily believe and say that the said vessel *Alexandra* is being fitted out with intent and in order that the said vessel shall be employed in the service of the said persons setting up to exercise the powers of government, and called the Confederate States of America, and with the intent to cruise and

commit hostilities against the government and citizens of the United of America.

THOMAS H. DUDLEY.

Affirmed before me, at the custom-house, Liverpool, the 20th day of March, 1863.

S. PRICE EDWARDS, *Collector.*

4.

Deposition of John De Costa.

I, John De Costa, of Liverpool, in the county of Lancaster, shipping agent and steam-tug owner, make oath and say as follows:

Messieurs William C. Miller & Sons, ship builders, of Liverpool, have been constructing a tug-boat for a steam-tug company, in which I am a partner and shareholder; and I have for the last two or three months been in the habit of attending at the yard inspecting our boat. In the same yard, and on a slip next to that which our boat occupied, there was being built by Messieurs William C. Miller & Sons a ship, since launched, and called the *Alexandra*.

I say that I was informed by Mr. William C. Miller, the senior partner of the said firm of William C. Miller & Sons, that the said ship was intended for a gunboat. The said Mr. Miller also conversed with me as to the speed of the steamship *Oreto*, now called the *Florida*, which was built by them, the said Messieurs William C. Miller & Sons, and which he said was greater than that of the *Alabama*, but that he expected the vessel now called the *Alexandra* would be faster than either.

I have seen a Mr. Welsman, one of the partners in the firm of ~~Fraser~~, Trenholm & Co., at Messieurs William C. Miller & Sons' yard. Messieurs ~~Fraser~~, Trenholm & Co. act as, and are, agents for the confederate government, and Mr. Welsman was inspecting and giving orders as to the *Alexandra*. I have seen him on several occasions doing so.

I have also seen at the said yard, when the said ship *Alexandra* was being built, Captain Tessier, who is, and has for many years been, in the employ of ~~Fraser~~, Trenholm & Co., and who commanded the steamship *Bahama*, and who took out Captain Semmes and certain makers of armaments, and crew, to the island of Terceira, in the Atlantic, to meet the steamer *Alabama*, after the *Alabama* had cleared from the port of Liverpool and had gone to the said island of Terceira, and there transhipped Captain Semmes and such armament and crew into the said ship *Alabama*, as I am informed, and verily believe.

I have seen and heard the said Captain Tessier at the said yard giving orders as to the combings of the hatch, and other matters in connection with the building of the said gunboat.

On the 3d of March, instant, we had a trial trip of our tug-boat, which is called the *Emperor*, and Captain Tessier and Mr. Miller, the junior member of the said firm of William C. Miller & Sons, were on board her on this occasion. Captain Tessier then told me that he had had the command of the *Oreto*, and took her to Nassau, in New Providence, in order that she might from thence run the blockade instituted and enforced by the government of the United States on the port and harbor of Mobile; and that when she was running the blockade into Mobile from Nassau, the blockading fleet of the United States fired into her. That one shot

struck her and went clean through the side of the vessel, touching the top of the boiler, and going through the other side killing one man. Mr. Miller said that he had understood from Captain Bullock that the shot did not go through her. Captain Tessier also said that the speed of the Emperor would not suit their purposes. I said to him, if it is for running the blockade, it would not suit for such a purpose; to which he replied that there had been plenty running the blockade that had gone no swifter, but then the fogs had given them the opportunity; and added, that if the Oreto had gone no faster he would have been caught twice. Captain Tessier and Mr. Miller, junior, said that the Alexandra was for the southern confederacy, and everybody knew it, and that they did not pretend to keep it from any one, and that he, Captain Tessier, was going to command her.

In the course of that conversation some one said, but who I do not remember, that they would get into trouble with the British government. The said Mr. Miller, junior, replied that they would not, as they should clear her in the same manner as they did the Oreto.

The said Captain Tessier stated in my presence, in the course of said conversation, that the said ship was being fitted up as a gunboat, and was intended for, and will be employed as such in the service of the said so-called Confederate States.

I say I was informed by Mr. Spear, of the firm of Fawcett, Preston & Company, that his firm were building the engines. They are the same persons who supplied the Oreto with her engines.

I say that from what I saw of the said vessel, Alexandra, and from what I was told by the said Messieurs Miller and other parties in their yard, the said vessel was built for, and that she is now being fitted up as a gunboat, and is intended for and will be employed in the service of the so-called confederate government as a man-of-war, and for the purpose of capturing and destroying vessels and property belonging to citizens of the said United States and the citizens of the said States.

I say that from the fact and circumstances aforesaid, I verily believe and say that the said vessel, the Alexandra, is being equipped and fitted out with intent and in order that such vessel shall be employed in the service of the persons exercising powers of government in the said States called or known as the southern confederacy or Confederate States of America, with intent to cruise and commit hostilities against the government of the United States of America and the citizens thereof.

JOHN DE COSTA.

Sworn before me at the custom-house, Liverpool, this 28th day of March, 1863.

J. PRICE EDWARDS, *Collector.*

5.

Deposition of Oliver R. Mumford.

I, Oliver Remington Mumford, of New York, in the United States of America, master mariner, make oath and say:

I have been a captain of merchant vessels ever since one thousand eight hundred and thirty-five, and have been the owner of ships and have superintended the construction of vessels.

I have examined the vessel called the Alexandra now lying in the

Toxteth dock, and which was built by Messieurs Willian C. Miller & Sons, and from her appearance, and more particularly her solid construction, I am of opinion that she is built for and is intended for a gunboat and not for the merchant service, and I say that she is altogether unsuitable for the merchant service. Her bulwarks are much lower and stronger than those which are ever used on board a vessel of her size, if intended for the merchant service. Her hatchways are too small for the merchant service, being not more than two feet and a half wide, and a little longer, and would not be of any available use in a vessel intended to carry merchandise, being too small to allow of the loading or unloading of cargo; and I say that hatchways such as those provided in the Alexandra are provided for gunboats and men-of-war, and vessels so employed, or for yachts, and nowhere else.

She is fitted with pumps of a description and character which I have never seen used in any merchantman. There are three of them—one a brass one, on the port side, in connection with which there is a deck plate with connections to supply more than one stream of water in case of fire or other emergency, and two iron pumps—forward, with a belaying pin through the top to make fast when required, and the situation of the pumps are different to what they are on merchant vessels, where they are placed always abaft the mainmast.

She is fitted with a brass or composition screw such as would not be used on board a merchant vessel, and is used in gunboats.

From her whole construction, and from my experience, I say that the said ship was built and is being fitted out for war purposes.

OLIVER REMINGTON MUMFORD.

Sworn before me at the custom-house, Liverpool, the 28th day of March, 1863.

S. PRICE EDWARDS, *Collector.*

6.

Deposition of Neil Black.

I, Niel Black, of 18 Neptune street, Liverpool, in the county of Lancaster, ship carpenter, make oath and say as follows:

1. I have been engaged in ship-building for the last thirty years, and have been engaged on vessels intended for war purposes.

2. On the twenty-first day of March one thousand eight hundred and sixty-three, I saw the vessel Alexandra in the Toxteth dock, and I then went on board her and examined her. She is about one hundred and forty feet in length, and about twenty-four beam, and about one hundred and twenty tons.

3. I found her extremely strongly built of oak wood very thick. Her beams are about thirteen inches, and about two feet and a half apart, and her widest hatch being only two and a half feet fore and aft, and about five feet across the vessel; and I say that the space between the beams in merchant vessels is never less than four feet, and the hatch seven feet by six feet fore and aft.

The said ship has strong iron beams of double angle iron. Her bulwarks are very strong and low—more than a foot lower than would be found on any vessel for the merchant service. Her upper deck is of pitched pine, which I have never seen except in ships of war.

She is wholly unadapted for mercantile or pleasure purposes. I say that these facts, and the whole construction of the vessel, *Alexandra*, clearly show me, as a practical man, that she is built for a war vessel and not to be used for mercantile purposes. She has all the appearance of a gunboat, and from my experience in the building of ships for the purposes of war, that such is the purpose she has been built and is now being fitted out for.

I say that I was informed by a man who is in the employ of W. C. Miller & Sons, the builders, and who was at work on her, painting her, who, in reply to a question of mine, whether she was built for the Chinese government, said that she was not, but was for the confederate government. While I was talking with the man, Mr. W. C. Miller came up and ordered me off the vessel, and at the same time threatened instantly to discharge the shipkeeper if he allowed a stranger again to come on board of her.

NIEL BLACK.

Sworn before me at the custom-house, Liverpool, the 28th day of March, 1863.

S. PRICE EDWARDS, *Collector*.

7.

Deposition of Thomas Hutson.

I, Thomas Hutson, of number 6, St. George's court, Red Cross street, Liverpool, in the county of Lancaster, boatman, make oath and say as follows:

I have done duty as a seaman on both American and British men-of-war. I have seen the vessel known as the *Alexandra*, and which was built by William C. Miller & Sons, of Liverpool, both during the time she was in their yard and since she has been launched.

She is in my opinion intended for a gunboat, and is very similar to our gunboats, which I have seen and been on board of. She is too solid built, and her bulwarks too low, to be intended for a merchant vessel.

While she was being built I was told by a carpenter working on the vessel that she was a gunboat for the Confederate States.

THOMAS HUTSON.

Sworn before me at the custom-house, Liverpool, the 28th of March, 1863.

S. PRICE EDWARDS, *Collector*.

8.

Deposition of Matthew Maguire.

I, Matthew Maguire, of Dorairs Lane, Liverpool, in the county of Lancaster, agent, make oath and say as follows:

On Saturday, the seventh day of March instant, I was at the launch of a vessel which took place at Messieurs William C. Miller & Sons' yard, and which vessel was named the *Alexandra* by Mrs. Miller. She

is about one hundred and forty-five feet long, and about one hundred and twenty tons. There were present Mr. Priolaux, a member of the firm of Fraser, Trenholm & Company; Captain Tessier, who, previous to her being launched, examined her carefully from the stage; a Mr. Hamilton, the clerk to the firm of Fraser, Trenholm & Company, who is almost always with Captain Bullock, who accompanied Captain Butcher, who commanded the Alabama when she left this port for part of her voyage, and then returned to this country where he is now; two other clerks from Messieurs Fraser & Company; a Mrs. Duguid, (the wife of Captain Duguid, who took out the Oreto in the first instance,) and some other ladies.

Since the vessel was first laid down I have been in communication with the men working on her, and various other men going to the yard of Messieurs Miller & Sons, and I have been from time to time told by them, as also by the gateman at the yard, and one of Messieurs William C. Miller & Sons' apprentices, who was working on her, that she was a gunboat, and was being built for the confederates, or southerners, as some called them.

I know Captain Duguid, who took out the Oreto, and from information which I have obtained, I verily believe that the said Captain Duguid is come home, and will be here shortly for the purpose of taking out this vessel.

The vessel Alexandra is now in the Toxteth dock here, and is being fitted with her engines which come from Messieurs Fawcett, Preston & Company, who are the same people who supplied and fitted the Oreto's engines. The ship is being fitted out for sea with great activity and rapidity, and I say that I verily believe that she will be ready for sea in a short time.

M. MAGUIRE.

Sworn before me at the custom-house, Liverpool, the 28th day of March, 1863.

S. PRICE EDWARDS, *Collector.*

Earl Russell to Mr. Adams.

PEMBROKE LODGE, *March 31, 1863.*

SIR: I have the honor to acknowledge the receipt of your letter, with inclosures, dated March 30, 1863, and received at the Foreign Office this morning.

I shall take care to transmit immediately your letter, and the depositions and letter of instructions, to the proper department of the government.

I beg you to accept the assurances of the highest consideration with which I have the honor to be, sir, your faithful servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Mr. Seward.

No. 366.]

LEGATION OF THE UNITED STATES,
London, April 7, 1863.

SIR: I send this note out of the ordinary course, merely to let you know, in advance of my regular dispatches, that on Sunday last, the

5th instant, I received a note from Lord Russell apprising me that, with reference to my letter of the 30th ultimo, orders had been sent to Liverpool for the seizure of the *Alexandra*. She was accordingly taken possession of on Sunday, as appears by notices in all the morning journals.

Copies of the notes that have passed will be forwarded, in regular course, on Saturday. I think we may infer from this act that the government is really disposed to maintain its neutrality. I rejoice at this symptom of a disposition to defeat the machinations of those who hope to relieve the rebels by the creation of a diversion from this side. The manner in which their sympathizing newspapers notice the event betrays the bitterness of their disappointment.

I have the honor to be, sir, your obedient servant,
CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

SEIZURE OF A CONFEDERATE GUNBOAT IN THE MERSEY.

LIVERPOOL, *Monday.*

Considerable excitement was caused in this port to-day on the fact becoming known that a gunboat, intended for the confederate government, had been seized by order of the government authorities here. It had been well known for some weeks past that one gunboat, if not more, was being fitted out in some of the minor docks, and those employed about made no secret of the destination for which they were intended. On the facts coming to the knowledge of Mr. Dudley, the United States consul at Liverpool, he at once communicated with the American minister in London, and the result was that inquiries were at once instituted into the whole of the proceedings bearing upon the building of the vessels seized. These inquiries appear to have been so far successful that the British government sent down orders to seize the vessel, and at an early hour yesterday morning Mr. E. Morgan, one of the customs surveyors, went on board the *Alexandra*, (that being, like "290," the first christening of the gunboat, as, no doubt, had she got clean off, she would have undergone a re-christening,) and took possession of her. The vessel was at once examined, and it was found that she was armed with one very heavy gun; while another gun, unmounted, was discovered on board. The *Alexandra* is a wooden screw-steamer of about one hundred and twenty tons, and a very fine model. She was built by Messrs. Miller & Co., of the South-end, for Messrs. Fraser, Trenholm & Co., of Liverpool, the "depositories" in Liverpool (in conjunction with Mr. James Spence) of the confederate government. At the time the vessel was seized she was lying in the Toxteth dock, a quiet, out-of-the way place. An iron ship-building firm near to the builders of the *Alexandra*, have a large iron gunboat, of about twelve hundred tons, on the stocks for the confederate government; but it is now stated that our government has issued instructions to the officials here that in all cases where there is the slightest suspicion that ships are being built here other than for neutral powers, they are to seize such vessels, and await the decisions of the legal authorities.

4.20 P. M.

Since writing the above, we have heard that, although there was every appearance of fittings up for guns, there were actually no guns on board

the *Alexandra*. The vessel, however, is now in charge of government officials, and no doubt the investigation which is to take place will elucidate whether there were guns on board or not. The excitement among the gentlemen of southern proclivities is very great.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 59.]

UNITED STATES CONSULATE,
Liverpool, April 8, 1863.

SIR: I have the pleasure to inform you that the British government have sent down an order to the collector of this port to detain the gunboat *Alexandra*, now building here for the so-called confederate government.

The authorities took possession of her on Sunday last. This action has created no little excitement among the secessionists and their aiders here. It was the general topic of conversation on Monday.

My legal advisers tell me this is merely a preliminary proceeding to be followed by an information in the court of exchequer for her condemnation under the act. This proceeding to be conducted either by the British government or by the United States. The probabilities, I think, are, that the government here, now that they have commenced, will go on with it; but, in case they do not, I shall take it up and put it through in the name of the United States; have so instructed my lawyers, and directed them to commence proceedings at once if the authorities here do not. The home office has written to the mayor to take steps to get up the evidence, &c. Mr. Adams, by request of Earl Russell, has directed me to aid the authorities here. The police officer, to whom the mayor has handed the matter, called on me. From what he said, I inferred the extent of his inquiries related to criminal proceedings. I consulted with Mr. Squarey, and directed him to aid and assist the officer in every way he could. I am determined not to let them, if I can help it, get out by throwing the blame on me. I doubt the policy of our turning prosecutors to punish the individuals for violations of the enlistment act. I think it is the duty of this government to punish the persons who break their laws, but see nothing wrong in our aiding them.

The civil suit for the condemnation of the vessel is quite a different matter. We have a direct interest in taking her out of the hands of those who build her to make war upon our government. We can prosecute this if required. I am very anxious to place all the parties implicated upon the witness stand, and expose their doings.

Inclosed, marked No. 1, find copy of R. Lush's opinion upon the affidavits in the case of the *Alexandra*.

* * * * *

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

CASE.

Herewith you will receive copies of six affidavits which, on Saturday, the 28th March instant, were laid before the collector of customs at Liv.

erpool, in support of an application thus made to him by the American consul at Liverpool, on behalf of the government of the United States, to seize and detain a vessel called the *Alexandra*, under the provisions of the foreign enlistment act, 59 Geo. 3, chap. 69. You will be pleased to peruse these affidavits, and to advise, on behalf of the government of the United States, whether they disclose a sufficient case to justify the seizure of the vessel under the seventh section of the act in question.

LIVERPOOL, *March 31, 1863.*

There is much in the affidavits which would not be admissible in evidence; but excluding all this, I am of opinion that sufficient is stated to warrant the seizure of the vessel in question, under the seventh section of the foreign enlistment act.

R. LUSH.

TEMPLE, *April 4, 1863.*

Mr. Adams to Mr. Seward.

[Extract.]

No. 368.]

LEGATION OF THE UNITED STATES,
London, April 9, 1863.

SIR :

In my brief dispatch No. 366, written two days ago, and sent out of the ordinary course, I referred to certain notes which had passed between Lord Russell and myself, and to the detention of the *Alexandra*, for an investigation. I now transmit a copy of his lordship's reply, on the 5th instant, announcing the detention of the *Alexandra* on Sunday, and requesting me to instruct Mr. Dudley to aid in the investigation of the facts; a copy of my reply on the 6th instant; and, lastly, a copy of my note to Mr. Dudley of the same date, giving him the desired instructions.

Since that time nothing has been heard of the result of the investigations. A rumor was current yesterday that the law officers of the Crown had reported that no case was made out. If such be really the fact, it is probable that I shall be informed of it in season to let you know by the present opportunity. In the meanwhile, Mr. Dudley has written to me that his legal advisers are prepared to proceed, if necessary, by information on the part of the government in the courts, and has urged me to call upon Lord Russell to know whether such a course would, in any way, come in conflict with that proposed by the British government. Unwilling to leave any stone unturned in this business, I have this morning addressed a note to his lordship on this subject, a copy of which is likewise forwarded.

This brings down the history of the *Alexandra* to the present moment.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Earl Russell to Mr. Adams.

[Extract.]

FOREIGN OFFICE, *April 5, 1863.*

SIR: I have the honor to acknowledge the receipt of your letter of yesterday.

I have, at the same time, the honor to acquaint you, with reference to your letter of the 30th ultimo, and to mine of the following day, that orders have been sent to Liverpool for the seizure of the *Alexandra*, the vessel to which you called my attention, as intended to be employed in the naval service of the so-called Confederate States.

I have, accordingly, to request that you will have the goodness forthwith to instruct the United States consul at Liverpool to place at the disposal of the persons who may be employed in collecting evidence on the part of the Crown all such information as he may now possess, or may hereafter acquire, leading to establish the guilt of the parties concerned in the *Alexandra*, against whom proceedings may be taken under the foreign enlistment act.

I have the honor to be, sir, your most obedient, humble servant,
RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, April 6, 1863.

MY LORD: I have the honor to acknowledge the reception of your lordship's note of the 5th instant, in answer to mine of the 30th ultimo, making certain representations in regard to the character of a vessel in Liverpool known as the *Alexandra*. It is with the most lively satisfaction that I learn the decision of her Majesty's government to detain that vessel. Believing that such an act, at the present moment, is calculated to defeat the sanguine hopes of the common enemies of both nations, to sow the seeds of dissension between them, I shall remit no effort to procure all the information possible to support it. To that end I have, agreeably to your lordship's suggestion, sent the necessary instructions to the consul of the United States at Liverpool to put himself in communication with the authorities designated at that place to pursue the subject.

I pray your lordship to accept the assurances of the highest consideration with which I have the honor to be, my lord, your most obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Mr. Adams to Mr. Dudley.

LEGATION OF THE UNITED STATES,
London, April 6, 1863.

SIR: I yesterday received a note from Lord Russell, in answer to my representation concerning the *Alexandra*, of the 30th ultimo, announcing

that orders had been sent to Liverpool for the seizure of that vessel. It ends with the following paragraph, to which I ask your immediate attention. I do not doubt that you will remit no exertion to obtain evidence in aid of this first effort of her Majesty's government to obtain the condemnation of one of these vessels. The moral effect of such a result could not fail to be great on both sides of the ocean :

"I have, accordingly, to request that you will have the goodness forthwith to instruct the United States consul at Liverpool to place at the disposal of the persons who may be employed in collecting evidence on the part of the Crown all such information as he may now possess, or may hereafter acquire, tending to establish the guilt of parties concerned in the *Alexandra*, against whom proceedings may be taken under the foreign enlistment act."

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

THOS. H. DUDLEY, Esq.,
United States Consul, Liverpool.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, April 9, 1863.

MY LORD: Having received an opinion from eminent counsel that the evidence in the case of the *Alexandra* is sufficient to sustain proceedings for condemnation, under the sixth section of the enlistment law, I pray your lordship to have the kindness to inform me whether the measures thus far adopted, or intended on the part of her Majesty's government in that case, would be, in any way, deranged by simultaneous action on the part of the United States in a different form. Should no inconvenience be apprehended, I am informed by the lawyers that they are ready to proceed.

I pray your lordship to accept the assurances of the highest consideration with which I have the honor to be, my lord, your most obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Mr. Adams to Mr. Seward.

No. 370.]

LEGATION OF THE UNITED STATES,
London, April 9, 1863.

SIR: I have the honor to transmit copies of three notes which passed between Lord Russell and myself, in continuation of the correspondence referred to in my dispatch No. 362, of the 3d instant.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

[For remaining inclosures see same dispatch under "Enforcement of Neutrality," "General Subject," Vol. I, page 593, and also under subdivision "Phantom" in this volume, *ante*.]

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *April 3, 1863.*

SIR: With reference to my letter of the 31st ultimo, I have the honor to inform you that the secretary of state for the home department has instructed the mayor of Liverpool to cause immediate inquiries to be made with the view of ascertaining whether the *Alexandra*, denounced by you in your letter of the 30th ultimo, is being equipped, furnished, fitted out, or armed, with the intention of her being employed in the service of the so-called Confederate States, with intent to commit hostilities against the federal government of the United States; and, if this should appear to be the case, the mayor is further instructed to adopt whatever steps can legally be taken in the matter.

I have the honor to be, &c., &c.,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 60.]

UNITED STATES CONSULATE,
Liverpool, April 11, 1863.

SIR: *

For the first time I learned yesterday that William C. Miller, the senior member of the firm of William C. Miller & Sons, the builders of the steamers *Oreto*, now called the *Florida*, and *Alexandra*, is a government officer, being chief surveyor of shipping at this port, at a salary of three hundred pounds per year. His office is No. 10 in the custom-house. I have communicated this fact to Mr. Adams. It would thus seem that persons connected with the firms of the builders of the *Florida* and *Alabama* are office-holders, one a member of Parliament, the other an officer of the customs.

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Dudley to Mr. Seward.

[Extracts.]

62.]

UNITED STATES CONSULATE,
Liverpool, April 14, 1863.

SIR: *

The English government are going to prosecute in the case of the *Alexandra*. Mr. Hammel, the solicitor of customs, has been here two days looking after the case. I have been with him with my attorney, Mr. Squarey. It seems to me as if he has no heart in the matter, hence have directed Mr. Squarey to attend and assist him in the case. We

have also sent to London and got Mr. Downward down here to get up the evidence. The detective the government employed has as yet done nothing. * * * All that I can do is to follow in their wake, but I am determined to take the laboring oar and hunt up evidence myself of such character as will insure the conviction of the vessel, and place it before them in such manner that they will have to use it. I do not like their mode of proceeding. So far as I can learn their programme, it is to arrest and have indicted all the parties concerned in building this vessel before they file the proceedings for her condemnation. Now this will be up-hill work. It will require much stronger evidence in the criminal suit to convict than in the civil suit to condemn. Again, it would be much easier to convict the parties either in the case of the Alabama or Oreto than in this. We have much more evidence in these cases, with the additional fact that the vessels are now out as privateers. I have said to the attorney, if you will proceed criminally, why not attach them in the other cases rather than in this; but he gives me no answer. They may change their tactics, but it looks to me as if they were managing rather to clear than to convict the parties. If they are acquitted upon the criminal charge, it will be tantamount to a release of the vessel. We shall see what the end will be.

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Mr. Seward.

No. 377.]

LEGATION OF THE UNITED STATES,
London, April 17, 1863.

SIR: I have the honor to forward copies of further correspondence had with Lord Russell in connection with the case of the Alexandra. My proposition to him had been prompted by the legal advisers employed by Mr. Dudley, though not precisely in the form adopted by me. They suggested an offer to proceed, on our part, in the courts, as an alternative, should they prefer that course. I thought this might possibly be used to throw the responsibility exclusively upon us. So I preferred to apprise them of the readiness of our lawyers to proceed on their judgment of the merits of the case, without offering to release the government from its duty to come to the same conclusion.

I have since learned from Mr. Dudley that the government has finally decided upon prosecuting the offenders criminally. But so strong is the sympathy with them of all the subordinates at Liverpool that I still remain very doubtful of any successful result. They are collecting further testimony, in which business Mr. Dudley is endeavoring to co-operate with them. The expense will be considerable, but I have authorized him to incur it, in the belief that any efforts in this direction that may have the effect even to delay the completion of these operations will more than compensate the loss.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, April 9, 1863.

MY LORD: Having examined an opinion from eminent counsel that the evidence in the case of the *Alexandra* is sufficient to sustain proceedings for her condemnation under the sixth section of the enlistment law, I pray your lordship to have the kindness to inform me whether the measures thus far adopted or intended on the part of her Majesty's government in that case would be in any way deranged by simultaneous action on the part of the United States in a different form. Should no inconvenience be apprehended, I am informed by the lawyers that they are ready to proceed.

I pray your lordship to accept the assurances of the highest consideration with which I have the honor to be, my lord, your most obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, April 9, 1863.

SIR: I have the honor to acknowledge the receipt of your letter of this day's date, requesting to be informed whether the means thus far adopted or intended on the part of her Majesty's government in the case of the *Alexandra* would be in any way deranged by simultaneous action on the part of the United States in a different form, and I beg to state to you that I have referred a copy of your letter to the lords' commissioners of her Majesty's treasury, and as soon as I receive their lordships' reply I shall have the honor of making a further communication to you on the subject.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, April 11, 1863.

SIR: I have the honor to acquaint you, with reference to your letter of the 9th of this month, that, in order that the law officers of the Crown may be enabled to judge of the bearing which any proceedings which you might take on behalf of the government of the United States in the case of the *Alexandra* would have on the proceedings of her Majesty's government in the same case, they wish to be informed what they are to understand by the expression in your letter, "simultaneous action on the part of the United States."

I have therefore to request that you will have the goodness to furnish me, at your earliest convenience, with an explanation on this point, for the information of her Majesty's law officers.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Earl Russell.

• LEGATION OF THE UNITED STATES,
London, April 11, 1863.

MY LORD: Without incurring the delay necessary to consult with counsel in regard to the question which your lordship has done me the honor to propose to me in your note of this day, just received, I hasten to say that by the terms of the seventh and eighth sections of the enlistment law it would appear as if action could be taken both against the persons engaged in the offenses specified and against the ships or vessels fitted out by them, or against either. In the one case, the proceedings would seem to be by indictment against the person for a criminal offense; whilst, in the other, the action might be against the vessel, and in a different court.

The purpose of inquiry which I had the honor to make was rather to learn whether her Majesty's government would desire any form of co-operation in the prosecution of this matter, than to embarrass them by specifying forms of action with which I am, necessarily, not familiar. Should it, however, be agreeable to the law officers of the Crown to obtain more specific information in regard to the practical measures contemplated by the counsel retained on behalf of the government of the United States, I shall be happy to procure it at as early a moment as may be practicable.

I pray your lordship to accept the assurances of the highest consideration with which I have the honor to be, my lord, your most obedient servant,

• CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Mr. Dudley to Mr. Seward.

[Extract.]

N.o. 64.]

UNITED STATES CONSULATE,
Liverpool, April 18, 1863.

SIR: * * * * *

Inclosures Nos. 2 and 3 contain slips from the newspapers. By one you will see Mr. Horstfall, the member from this town, has given notice of a motion for the papers, &c., in relation to the Alexandra. This is done for the purpose of ascertaining our case. The man who gives the notice is a member of the Mersey Steel and Iron Works of this town, the same that has made nearly all the iron plates for the Southern, including those for the rams now building by the Lairds. I have mentioned in a previous dispatch the fact that William C. Miller, the builder of this vessel and the steamer Florida, is an officer of the customs in this town, at a salary of three hundred pounds sterling. By another slip you will see they are determined to choke off all informers, and have made the appointment of a detective to look up evidence in the case of the Alexandra the subject of a grave inquiry in Parliament. The Queen's proclamation seems to be entirely disregarded, and the act of Parliament called the foreign enlistment act ignored, if not a dead

letter. It is an outrage against their rights to require them to regard the one or to enforce the other.

* * * * *

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Seward to Mr. Adams.

[Extract.]

No. 560.]

DEPARTMENT OF STATE,
Washington, April 21, 1863.

SIR: Your dispatch of April 3 (No. 362) has been received. It is pleasant to know that evidence has been procured in regard to the fitting out of hostile expeditions in England which the British government may be expected to treat with some consideration.

* * * * *

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Seward to Mr. Adams.

No. 562.]

DEPARTMENT OF STATE,
Washington, April 22, 1863.

SIR: I have to acknowledge the receipt of your dispatch of the 7th instant, (No. 366,) and to express my satisfaction at the proceedings of Earl Russell in regard to the Alexandra, and my approval of your own course in the matter.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Mr. Seward.

No. 385.]

LEGATION OF THE UNITED STATES,
London, April 23, 1863.

SIR: I have to acknowledge the reception of dispatches from the department, numbered from 534 to 541, both inclusive.

In respect to the directions contained in your No. 538, of the 2d instant, I am pleased to reflect that everything has already been done that is possible in the way indicated. Before this reaches you, information will have been received of the decision of the government to detain the Alexandra, of the investigations ordered by it, and of the result. I have no doubt that it is now their intention to commence criminal prosecutions of some of the parties concerned. The effect produced in Liverpool by this intelligence has been to stop, for the time, the prose-

cution of all work of that particular kind—fighting ships. You will also have learned my offer, on behalf of the United States, to co-operate in the proceedings in any manner that the government would prefer. I think it is a wise decision, on their part, to go on themselves, for there can be little doubt that we should fail if we attempted it. The ministry will be obliged to breast a good deal of opposition in the process, and they subject themselves to heavy responsibilities if they fail. I feel bound to give them credit for their late action, and hope that it may tend to allay the excitement against them now running high in America. In a casual conversation with the Queen's advocate on the subject, last evening, I saw he felt a little uneasiness at the prospect of a jury trial. I suggested the inexpediency of holding the court at Liverpool. He replied that a change of venue would be necessary. It is no more than right to do justice to the wish to preserve the peace of the two countries that prompts this action. I only wish most heartily that it could have developed itself sooner, and when the risk would have been less. In any event, it is well always to bear in mind whose game we are most effectually playing by hazarding a rupture.

In the mean time almost all the disposable steam vessels in this country and some on the continent are being bought up at any cost, apparently to prosecute the business of running the blockade. Whatever proceeds may be obtained from the loan, over and above the satisfaction of creditors, are likely soon to evaporate under the lavish expenditures made for these objects. Though not suited for war ships, it is not impossible that they may be to some extent used in that way. The *Georgiana*, the *Alexandra*, and the *Virginia* are all vessels of this class. Even if the rebels could succeed in their object, I am at a loss to perceive any other result of their present recklessness than absolute ruin.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

[For dispatch from Mr. Seward to Mr. Adams, No. 538, April 2, 1863, see Vol. I, p. 586.]

Mr. Seward to Mr. Adams.

No. 565.]

DEPARTMENT OF STATE,
Washington, April 24, 1863.

SIR: Your dispatch of April 9 (No. 370) has been received, together with three notes which have passed between yourself and Earl Russell relating to the suppression of the fitting out of hostile naval armaments in British ports. Your course as related in those papers is approved, and the expressions of satisfaction which you have made to his lordship, in view of the proceedings of her Majesty's government therein mentioned, are affirmed on behalf of the President.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Mr. Seward.

No. 395.]

LEGATION OF THE UNITED STATES,
London, April 30, 1863.

SIR: Dispatches have been received this week from the department numbered from 542 to 549, inclusive.

In regard to the most important of these, (Nos. 545 and 548, of the 10th and 13th of April,) I find that the instructions to communicate the views therein contained are predicated on the state of things as then understood by you to exist here. It so happens that nearly at the same date her Majesty's government had determined to take the step which meets the contingency suggested by yourself as necessary and required. The decision to proceed against the parties concerned in the equipment of the *Alexandra* seems to me, therefore, to dispense with the obligation to present further remonstrances against their non-action. I shall, therefore, suspend proceedings under these dispatches until I learn the effect which the knowledge of later events will have had upon your policy.

You will also have had in your possession ere this my dispatches relating to a resort to legal proceedings in the courts here, on the part of the government of the United States, (Nos. 368 and 377.) I had already taken the responsibility of directing Mr. Dudley to proceed, at first alone, and, after the British authorities moved, in concert with them, if agreeable. Copies of the letters that have passed between Lord Russell and myself relating to this last proposal have already gone forward with my dispatch No. 377. There is, however, one note of mine, written this week, which remains to complete the papers. I now forward a copy. You will see that it declines to push the proposal of co-operation any further. I am convinced that it would do no good to attempt it, and that for the reasons given in my No. 377. If the government does not succeed, it is very certain that we should fail. If, on the other hand, it carries its point, the moral effect of its interposition, in deterring from new attempts hereafter, would be vastly greater.

I am very glad, however, to learn that Mr. Evarts is about to come here for the purpose of acting in concert with the professional persons who have been employed on this side. This will relieve my mind of much responsibility in the management and direction of the technical part of the business. I shall be happy to receive him, and to afford him all the aid in my power in the prosecution of his work.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

• [For dispatches from Mr. Seward to Mr. Adams, Nos. 545 and 548, see Vol. I, pp. 593 and 595, respectively.]

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, April 28, 1863.

MY LORD: I have the honor to transmit a copy of a letter received from Messrs. Duncan, Squarey & Blackmore, to whom I have referred

for advice in regard to my response to the inquiry which your lordship did me the honor to address to me on the 23d instant, together with the inclosure therein. I am led to the conclusion, for the reasons given in this letter, that it would not be advisable now to propose, on the part of my government, to take an active part in the prosecutions connected with the Alexandra. I am the more confirmed in this opinion from the fact that I have reason soon to expect more specific directions from Washington in connection with the management of the questions involved in the proceedings that may be taken in the courts.

I have, &c.,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Messrs. Duncan, Squarey & Blackmore to Mr. Welding.

LIVERPOOL, April 27, 1863.

SIR: We have read the copy of correspondence between Mr. Adams and Lord Russell, which you left with us this morning.

Two distinct processes are pointed out by the foreign enlistment act—one against the vessel, with a view to its condemnation; the other against the persons implicated in fitting out the vessel, who are to be deemed guilty of a misdemeanor, punishable by fine and imprisonment. The expediency of proceeding criminally against the parties engaged in fitting out the Alexandra was discussed on several occasions by the writer with Mr. Hamel, the solicitor to the Board of Customs, when that gentleman was at Liverpool; and the conclusion arrived at, in which Mr. Dudley fully concurred, was, that unless, in the opinion of the law officers of the Crown, it was legally necessary, to get this vessel condemned, that there should be a previous conviction for misdemeanor of the parties implicated in fitting her out, it was not expedient in this instance to proceed criminally against the parties implicated. The reason why such proceedings were not thought expedient was that it was considered that the evidence, though perhaps sufficient to support proceedings in London for the condemnation of the vessel, might prove insufficient to procure a conviction at Liverpool of the parties implicated, and that an unsuccessful prosecution would prejudice the chance of getting the vessel condemned, which would unquestionably be the case. We may add, that we have always understood from Mr. Dudley that it was the opinion of Mr. Adams and himself that the criminal proceedings against individuals should be instituted by the government of this country, and not by, or on behalf of, the government of the United States.

We inclose a copy of a letter addressed by us to Mr. Hamel, on the 20th instant.

Yours, truly,

DUNCAN, SQUAREY & BLACKMORE.

H. WELDING, Esq.,

Vice-Consul U. S. A., Liverpool.

Mr. Squarey to Mr. Hamel.

LIVERPOOL, 10 Water Street, April 20, 1863.

MY DEAR SIR: Your letter of the 17th instant was handed to me, in due course, by Mr. Beverly.

I am not in a position at present to place before you any further evidence, but it is probable that some additional information may be obtained, in which case I will communicate with you.

The American consul has written to the United States for evidence of the capture and destruction of federal vessels by the Alabama and the Florida, and for the original letters from Messrs. Memminger and Mallory, showing Messrs. Fraser, Trenholm & Co.'s connection with the confederate government, with proof of the handwriting of such letters.

You may rely absolutely upon this evidence being forthcoming.

I have had an opportunity of discussing with the consul the questions, at our interview on Thursday last, and I may state that, although the government entertains a strong opinion that parties implicated in offenses against the foreign enlistment act should be prosecuted by the British government, the consul concurs in the expediency, in this instance, of seeking the forfeiture of the vessel rather than the conviction of offending parties.

If, however, the law officers of the Crown should consider that the prosecution of the parties is legally necessary in order to the condemnation of the vessel, or that it is otherwise expedient, the consul is prepared to render every assistance in his power in any such prosecution.

Having regard to the great difficulty of procuring such evidence as one would wish to obtain in support of the proceeding for the condemnation of this vessel, I feel very strongly that it may be necessary and proper to disregard the ordinary rule against calling unwilling witnesses, and to compel the attendance on the trial of parties from the establishments of Messrs. Fraser, Trenholm & Co., and Messrs. Faucett, Preston & Co., with such books and papers as may contain information as to the circumstances under which the vessel was ordered to be built, and the mode in which she has been paid for. This, I am aware, would be a bold, and, perhaps, to some extent, a dangerous course; but it must be remembered that the case is exceptional; and I think it may deserve consideration whether Captain Bullock, Captain Tessier, Captain Duquid, and some of the principals in the above-mentioned firms, and the Messrs. Miller, should not also be subpœnaed.

I have ascertained that the advance notes given to the crew of the Oreto, when she sailed from Liverpool, were made payable at Messrs. Faucett, Preston & Co.'s office; and there is, I believe, no doubt that these gentlemen furnished the armament of that vessel and of the Alabama.

If I can assist you at any time, let me know, and I will at once come to town.

Yours, very truly,

A. F. SQUAREY.

F. J. HAMEL, Esq.,

Solicitor to the Board of Customs, Custom-house, London.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 71.]

UNITED STATES CONSULATE,
Liverpool, May 2, 1863.

SIR: * * * * * *

We are still very busy hunting up evidence in the case of the Alexandra. We are constantly finding new matters, many of them small in

themselves, but which, when put with others, tend to make out the chain. The government seem to leave the whole business of obtaining the proof to us. I do not know of their obtaining any except what we have furnished. We shall be compelled to place the parties implicated upon the witness stand. If they tell the truth, the vessel will be condemned; but by false swearing they may be able to clear her. The case will be tried in the court of exchequer, in London, and by a London jury. This will be much better than a Liverpool jury. I beg leave to call your attention to inclosure No. 2. It is a press copy of a dispatch to Mr. Adams. It fully explains itself. I thought it strange that they should place a mere detective constable to communicate with me, and stranger that they should give him copies of all the papers in the case, including letters, affidavits, &c. But you can imagine my surprise when I learned that everything I communicated to him was divulged to the watch committee, most of whom, including the man Clint, belong to the southern club of this town, an association got up for the purpose of aiding the insurgents in their efforts to overthrow our government.

I immediately instructed my solicitors to address the town clerk on the subject, and upon his refusing to explain the matter, sent the dispatch to Mr. Adams. It seemed to me that I could do nothing more. No answer has as yet been received from the minister, but we still go on collecting information in the case. I have no doubt but what the defendants know our whole case and the weak points in it.

I am, sir, very respectfully, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Dudley to Mr. Adams.

UNITED STATES CONSULATE,
Liverpool, April 25, 1863.

SIR: Soon after the reception of your letter of the 6th of April I was waited upon by a detective officer, Mr. Cousins, who produced the papers in the case of the *Alexandra*, which I had transmitted to, or left with you, together with the letter from the Home Office, transmitting them to the mayor of Liverpool. He stated that the mayor had placed the papers in the hands of the town clerk, and he had handed them to the head constable; that he, the officer, had been deputed by the head constable to make the required investigation, and directed to put himself in communication with me and obtain from me such information as I possessed. Accordingly, acting on your instructions to place at the disposal of the persons who might be employed in collecting evidence on the part of the Crown all such information as I might then possess or thereafter acquire tending to establish the guilt of the parties concerned in the *Alexandra*, I freely communicated to him, from time to time, all that was known to me on the subject, and names of persons who were my informants. Subsequently, to my great surprise, the officer, Mr. Cousins, informed me that two members of the watch committee had been in communication with the head constable on the subject of the investigation, and he believed had obtained from him some account of what was being done. As a strange and seeming confirmation coincidentally appeared in the *Times*, and other papers, the paragraph headed "The spy system in Liverpool."

Still I could not believe that any member of the watch committee would take advantage of his position to obtain, or that the head constable would communicate, information obtained from me in the strictest confidence, and which, becoming known to the parties involved, might utterly defeat the ends of justice.

Imagine, then, my surprise and mortification on Thursday, when the officer informed me that Major Greig had shown the report he was about to transmit to London, of what had been done in the matter, to the two members in question, Messrs. Clint and Woodruff, and that they had interrogated the officer on the various points in the report. That they had seen all or most of the reports that he, the officer, had made to the head constable. That he had seen Mr. Clint looking over these reports. That on one occasion, after they had questioned him as to what he was doing, one of them said, "We will go and let Mr. Graves know." Mr. Graves is also a member of the watch committee, and, I believe, an intimate friend of Mr. Prioleau, of the firm of Frazer, Trenholm & Co.

Desiring to give the head constable or the watch committee an opportunity of denying the truth of my information, if untrue, I instructed my solicitor to write to the town clerk. He wrote as follows:

"LIVERPOOL, *April 24, 1863.*

THE ALEXANDRA.

"DEAR SIR: From information which has reached the American consul, he has reason to believe that the watch committee of the town council, or some members of that committee, have required that the circumstances which have come to the knowledge of the detective officer, employed by the mayor at the instance of the home secretary to inquire into this case, should be communicated to them, and that such circumstances have been communicated accordingly.

"On behalf of the American consul we beg respectfully to inquire whether there is any, and what, foundation for the above statement.

"We are yours, truly,

"DUNCAN, SQUAREY & BLACKMORE.

"WM. SHUTTLEWORTH, Esq., *Town Clerk.*"

"TOWN HALL, *Liverpool, April 25, 1863.*

THE ALEXANDRA.

"DEAR SIR: I am in receipt of your letter of yesterday's date, stating that 'from information which has reached the American consul, he has reason to believe that the watch committee of the town council, or some members of that committee, have required that the circumstances which have come to the knowledge of the detective officer employed by the mayor at the instance of the home secretary to inquire into this case to be communicated to them, and that such circumstances have been communicated accordingly, and that you are requested on behalf of the American consul to inquire whether there is any, and what, foundation for the above statement;' as neither the watch committee, as a body, nor the members composing it, are responsible to the American consul for

their proceedings, I decline to give any answer to your inquiry on his behalf.

"Yours, truly,

"WM. SHUTTLEWORTH,
Town Clerk.

"Messrs. DUNCAN, SQUAREY & BLACKMORE."

Thus the matter rests at present, and I deem it my duty to place the whole in your hands. Until otherwise instructed by you, I shall withhold any further material information.

Very respectfully, I am, sir, your obedient servant,

THOMAS H. DUDLEY.

Hon. CHARLES FRANCIS ADAMS,
United States Minister.

Mr. Adams to Mr. Seaward.

No. 411.]

LEGATION OF THE UNITED STATES,
London, May 8, 1863.

SIR: Since the departure of the steamer last week I have had the pleasure of receiving Mr. Everts at the legation. I have placed him at once into communication with all the parties hitherto engaged on this side of the water in the preparation of evidence, or in giving advice in the matter of vessels fitting out here for the use of the rebels.

In the case of the *Alexandra*, I am informed, though not from any official source, that her Majesty's government have concluded to proceed in the first instance against the ship, and not the persons. The case has been removed to the court of exchequer, at Westminster, and is to be tried by a special jury at some period not yet fixed. In a brief conversation I had last evening with the solicitor general on the subject, I found him far from sanguine of success in the undertaking. I presume he will not act. The attorney general may. The enlistment law never was a popular act here. And there are so many strong interests combined to annul its provisions that we shall have to esteem ourselves very fortunate if we can obtain a jury fully disposed to do us justice.

The purchase of steamers for account of the rebels continues to an extraordinary extent. I have reason to believe that they still contemplate a possibility of some concerted operations of an aggressive character to break the blockade, and possibly to recover their foothold at New Orleans or at the mouth of the Chesapeake. But the great effort is unquestionably to forward supplies of provisions and clothing.

There are rumors of another attempt at a loan. But the latest news is not so encouraging. The present one is barely able to sustain itself with every artificial assistance.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Dudley to Mr. Seaward.

[Extract.]

No. 81.]

UNITED STATES CONSULATE,
Liverpool, May 22, 1863.

SIR: * * * * *

In connection with these steamers and reports I would mention that

Messrs. Fawcett, Preston & Co. have been sending to London, within the past few days, guns, gun-carriages, and equipments all complete for vessels. Last night some eighteen tons of shot for these guns were also sent up to London by this firm. I, have learned this morning, from a reliable source, that these guns, which have been thus sent, were made for the gunboat *Alexandra*. You will recollect that it was this same firm that made the guns for the steamers *Oreto*, now called the *Florida*, and *Alabama*. Those for the first-named steamer were sent to West Hartlepool, and shipped from thence in the steamer *Bahama*, and those for the *Alabama* to London, and there shipped on the bark *Aggripina*. I am strongly of the opinion that these guns are intended for some privateer, most likely one of these very vessels. * * * *

I am, sir, very respectfully, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Dudley to Mr. Adams.

UNITED STATES CONSULATE,
Liverpool, June 4, 1863.

SIR : I have been much astonished at a letter received by Mr. Squarey this morning from Mr. Hamel, the solicitor of the customs, containing this paragraph. After referring to a consultation by the law officers of the Crown held yesterday : "There is a feeling that a want of confidence is exhibited towards us; and at the close of the consultation the attorney general said, all acquiescing, 'you may tell Squarey that, unless Young and other important witnesses and documents or copies are not sent to London forthwith, we will wash our hands of the case altogether;' and I may add that this was said in earnest, so pray see to it."

This is the first intimation that either Mr. Squarey or myself have had from any of them that they wanted the witnesses or documents at London. There has been no holding back in any particular; so far from this, we have rather anticipated them in many things. We have all the time professed a willingness to do everything in our power, and have attended upon them in season and out of season. The documents they desire are those from Young. When Hamel was here I offered them, but was informed the government had copies, which I knew to be the case, for even the policeman, Cousins, had copies when he called on me. I have directed Mr. Squarey to send copies of these papers at once to Mr. Hamel, and to take up to London all the witnesses, and shall tomorrow, myself, accompany Mr. Young up.

It has been evident to me, from the first, that the persons employed by the government to get this case up went into it with great reluctance, and were more disposed to get out of it than to prosecute the case and condemn the vessel, if they could but find some plausible pretext for getting out. They would like to throw the responsibility upon us if they could. I am determined they shall not do this, and will follow their bidding to the letter, without regard to time or expense.

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

Hon. CHARLES FRANCIS ADAMS, *U. S. Minister.*

Mr. Adams to Mr. Seward.

[Extract.]

No. 425.]

LEGATION OF THE UNITED STATES,
London, June 5, 1863.

SIR: The case of the Alexandra still remains in suspense. The attorney general, in the House of Commons the other night, announced that it would probably come up for trial on the 15th instant. I am not very anxious to see it hastened, although the panic which it occasioned among the rebel sympathizers has almost passed away. They are now busily engaged in fitting out other vessels of the same kind. Although not sanguine of obtaining any satisfactory results from the government, I have felt it my duty steadily to continue my representations whenever I could base them on any tolerably sufficient grounds.

* * * * *

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
*Secretary of State.**Mr. Seward to Mr. Adams.*

[Extract.]

No. 629.]

DEPARTMENT OF STATE,
Washington, June 17, 1863.

SIR: Your dispatch of the 5th of June (No. 425) has been received. The several notes which you have addressed to Earl Russell on the subject of hostile naval armaments which are being prepared in British ports, copies of which notes are appended to the dispatch, are approved. It is a source of profound regret that the prospect that these armaments will be prevented by her Majesty's government is now by no means as hopeful as it seemed when the officers of the Crown interposed to arrest the Alexandra.

I have placed your dispatch and its accompaniments in the hands of the Secretary of the Navy, in the hope and belief that he will be able to prosecute the great work of enlarging our navy so as to be able to meet with constantly augmenting force the increasing number of our assailants. While we are thus steadily and regularly increasing our naval defenses, we trust that her Majesty's government will abate no effort that it can make to put the anti-foreign enlistment laws of Great Britain in force against a class of persons whose enterprises will, as we feel assured, prove in the end to be as fruitful of evils to that country as they are to our own.

* * * * *

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Mr. Seward.

[Extract.]

No. 432.]

LEGATION OF THE UNITED STATES,
London, June 18, 1863.

SIR: * * * * *

The trial of the *Alexandra* is now set down to take place on Monday next, the 22d instant. Mr. Evarts will probably give you such information, in regard to the preparation of the case for the prosecution, as may dispense with the necessity of my enlarging upon it further. I cannot say that my hopes of success are very sanguine. The state of opinion is not such here, on the question of furnishing assistance to the rebels, as to counteract the prevailing disinclination to carry into effect the provisions of the enlistment law in any case. The predominating idea of the commercial classes is trade; they care not with whom, or with what consequences, short of absolute war. Juries are, therefore, likely to be slow to condemn any enterprise which is not marked as a direct hostile act. The government itself has too slight a hold on the confidence of Parliament, or the classes that it represents, to make it very strenuous in advocating any dubious cause. For these reasons I am not particularly confident of such a result as would be decisive of the maintenance of cordiality between the countries in regard to future outfits. The great issue that yet remains will be upon the iron-clad vessels building at Liverpool and Glasgow. This will probably come up somewhere in the month of August. That it will be materially affected by the law doctrines promulgated in the course of the pending trial can scarcely admit of a doubt. I am glad to find that Mr. Evarts is not without hopes of favorable results. A longer experience of the tendency of things in England qualifies mine very considerably.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Dudley to Mr. Seward.

LONDON, *June 24, 1863—4 p. m.*

SIR: I hasten to inform you that the jury in case of the *Alexandra* have just rendered a verdict in favor of the defendants, thereby releasing the vessel. The chief baron held, in his charge to the jury, that building a vessel for a belligerent did not constitute an offense under the statute. That the vessel must be built and armed within the kingdom. In case of the *Alabama*, he said no offense had been committed, because she was not armed at Liverpool, but at the Western Islands. In express words he said they might build as many war vessels as they please for either of the belligerents, provided they did not arm them in England.

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Mr. Seward.

[Extract.]

No. 438.]

LEGATION OF THE UNITED STATES,
London, June 26, 1863.

SIR: By the present conveyance, copies of the newspaper report of the trial of the *Alexandra*, as well as of a special report made under the direction of Mr. Dudley, the consul at Liverpool, will be transmitted to you. Although the result varies little from my anticipation of it as expressed in my No. 432, yet some of the details are unexpected and furnished much food for reflection. The presiding judge has decided the cause, and that upon a construction of the enlistment act which leaves nothing of it, as a penal measure of prevention, but the name. Without the interposition of some new barrier, Great Britain must, from this time, appear as ready to furnish the means for any and every enterprise that may be undertaken, within her limits, against nations with which she professes at the same time to be under the most solemn engagements to keep the peace.

As exceptions have been taken by the government against this ruling, the case will now be carried up to the full bench. In case of their confirming it, I understand the intention to be to take an appeal to the House of Lords. Practically, therefore, no change in the relations of the parties is likely to occur for some months. The *Alexandra* will remain under interdict, and there will be no relaxation of the efforts to check the progress of the steamers yet building. This will furnish a useful delay, as well to consider the precise position in which the two countries are now placed relatively to each other as to mature the policy which it will be deemed proper to adopt to meet the emergency.

Obviously the first idea is, that the obligations upon the two nations in regard to neutrality are not left reciprocal, as they should be. Whilst the United States execute the law enacted to make them good, Great Britain practically invalidates them by raising up a judicial construction which annuls its own statute designed to the same end. One of two consequences would seem necessarily to follow: either Great Britain must interpose a new and more effective remedy, or else the United States must withdraw theirs, at least so far as it may apply to Great Britain. If the latter country be content to abide by this arrangement, I am not quite sure that we should be the first to complain. In the long run she has quite as much to lose by lax morality on the ocean as any nation. The duty is, however, not the less incumbent to force her to accept the issue, and to place on record either her acknowledgment of her international obligations, or her release of other nations from the necessity of observance of the same towards herself.

The next point naturally relates to the consideration of proper measures to meet the difficulties that must ensue from any adverse position that may be taken by Great Britain. In the present state of feeling here among the commercial classes, it is not to be doubted that all possible facilities would be readily furnished for waging an effective and exterminating war upon our commerce from British ports. The vessels now building would be sent forth, and new ones started. All of them would be armed and manned with little further molestation. The effect would scarcely fail to be to protract the war indefinitely—perhaps even to turn the scale on the side of the rebels. The only practicable mode of deterring persons from such projects would seem to be not so much a declaration of hostile intentions as prompt preparation on the ocean to check

the tendency in its commencement. It is much to be regretted that already three armed vessels are combining their operations to annoy us, and as yet, it must be confessed, with the appearance of perfect impunity. The hope of ultimately concentrating such a force as may strike a sudden and effective blow on some weak point in our coast is not yet abandoned. I fear that we may have been turning our attention too exclusively to the preparation of unseaworthy vessels to be in a condition to face this new danger. What we now need is swift and strong ships of war on the ocean. That the Americans cannot, if they please, make these as effective in every way as any that may be constructed in this island, I should be slow to believe. The very presence of such in proper force, and commanded by competent officers, in the waters of Europe, would be more likely to be the means of preserving the peace in the contingency now apprehended than all other expedients put together. I trust that before the period shall come round for action we may be found in a condition to take it with effect.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,

Secretary of State.

[For official report of the Alexandra jury trial see Parliamentary and Judicial Appendix, No. 15.]

Mr. Seward to Mr. Adams.

No. 651.]

DEPARTMENT OF STATE,

Washington, July 11, 1863.

SIR: Your dispatch of the 26th of June (No. 438) has been received, together with three paper books containing a report of the trial of the Alexandra.

In giving you the President's views in regard to that case, and the questions depending upon it, I labor under some embarrassment, resulting from an ignorance of what may have occurred in Europe since the date of your dispatch. It is known here that at that time a movement in the House of Commons demanding a recognition of the insurgents by her Majesty's government was set down for the 30th of June, and that you were not altogether without apprehension that the movement, aided by a moral effect of the verdict in the case of Alexandra, and backed by a supposed patronage in France, might prevail. Secondly, we have not altogether been able to disregard the rumors of a design of the Emperor of France to recognize the insurgents, with or without the concurrence of the government of Great Britain. Thirdly, that movement was to be based upon the ground of the demonstrated failure of the armies of the Union; but while it was going on, those armies have achieved victories which here are regarded as warranting an expectation of a complete and rapid extinguishment of the insurrection. These brilliant and important victories, however, are as yet unknown in Europe.

Under these circumstances, I shall assume that no act has been done by the government of France or by the government of Great Britain, especially by the latter, to change the relations that have heretofore existed between those countries, respectively, and the United States, and I shall confine myself to the duty of explaining frankly the opinions

of the President, and the policy which he will pursue in regard to maritime questions in view of the result in the case of the *Alexandra*.

First. You are authorized and expected to assure Earl Russell that this government is entirely satisfied that her Majesty's government have conducted the proceedings in that case with perfect good faith and honor, and that they are well disposed to prevent the fitting out of armed vessels in British ports to depredate upon American commerce and to make war against the United States.

Secondly. This government is satisfied that the law officers of the Crown have performed their duties in regard to the case of the *Alexandra* with a sincere conviction of the adequacy of the law of Great Britain and a sincere desire to give it effect.

Thirdly. The government of the United States does not descend to inquire whether the jury in the case were or were not impartial. It willingly believes they were so, and it accepts the statement made with so much unanimity by all the reporters of the case, that the judge who presided at the trial made the bench responsible for the verdict by the boldness and directness of his rulings against the prosecution.

Fourthly. Great Britain being a free and constitutional country, and the proceedings in the case of the *Alexandra* having been thus far conducted by the government in good faith and according to law, the United States would not be justified in deeming the verdict rendered by the jury a cause of national complaint, provided that the government prosecutes an appeal to the higher courts until it be determined in the court of last resort whether the law is adequate to the maintenance of the neutrality which her Majesty has proclaimed, and provided also that in the mean time the *Alexandra* and other vessels which may be found violating or preparing to violate the law be prevented, so far as the law may allow, from leaving British ports to prosecute their work of devastation.

The President is not prepared to believe that the judiciary of Great Britain will, with well-considered judgment, render nugatory and void a statute of the realm which, with its counterpart in our own legislation, has hitherto been regarded by both nations as a guarantee of that mutual forbearance which is so essential to the preservation of peace and friendship. Nor shall I incur the hazard of producing irritation on either side of the ocean by criticising the reasoning by which the learned judge who tried the case of the *Alexandra* justified his conclusions thereon, or by which that portion of the British press which approves the verdict labors to defend it.

It would be very gratifying to me if I were allowed to rest here. But the position in which the case of the *Alexandra* is left by the recent trial renders it necessary to contemplate a possible affirmation of the rulings of the chief baron in the court of dernier resort. You are entitled to know, and it seems proper that you should be able to communicate to her Majesty's government, the views which the President has taken of the rights and duties of this government in that unlooked for and deeply to be deprecated event. I trust that I shall be able to express those convictions calmly and dispassionately without wounding the just self-respect of her Majesty's government. If the rulings of the chief baron of the exchequer in the case of the *Alexandra* shall be affirmed so as to regulate the action of her Majesty's government, the President will, as he thinks, be left to understand that there is no law in Great Britain which will be effective to preserve mutual relations of forbearance between the subjects of her Majesty and the government and people of the United States in the only point where they are exposed to infraction. The

fitting out of the Alabama and the Florida, as well as of the Alexandra, will thus receive the sanction of the government, and the United States will be without any guarantee whatever against the indiscriminate and unlimited employment of capital, industry, and skill by British subjects, in building, arming, equipping, and sending forth ships of war from British ports to make war against the United States.

I may safely protest, in behalf of the United States, against the assumption of that position by the British nation, because this government, with a statute exactly similar to that of Great Britain, does constantly hold itself able and bound to prevent such injuries to Great Britain. The President thinks it not improper to suggest for the consideration of her Majesty's government the question whether, on appeal to be made by them, Parliament might not think it just and expedient to amend the existing statute in such a way as to effect what the two governments actually believe it ought now to accomplish. In case of such an appeal the President would not hesitate to apply to Congress for an equivalent amendment of the laws of the United States if her Majesty's government should desire such a proceeding, although here such an amendment is not deemed necessary.

If the law of Great Britain must be left without amendment, and be construed by the government in conformity with the rulings of the chief baron of the exchequer, then there will be left for the United States no alternative but to protect themselves and their commerce against armed cruisers proceeding from British ports as against the naval forces of a public enemy; and also to claim and insist upon indemnities for the injuries which all such expeditions have hitherto committed or shall hereafter commit against the government and the citizens of the United States. To this end this government is now preparing a naval force with the utmost vigor; and if the national navy, which it is rapidly creating, shall not be sufficient for the emergency, then the United States must bring into employment such private armed naval forces as the mercantile marine shall afford. British ports, domestic as well as colonial, are now open, under certain restrictions, to the visits of piratical vessels, and not only furnish them coals, provisions, and repairs, but even receive their prisoners when the enemies of the United States come in to obtain such relief from voyages in which they have either burned ships they have captured, or have even manned and armed them as pirates and sent them abroad as auxiliaries in the work of destruction. Can it be an occasion for either surprise or complaint that if this condition of things is to remain and receive the deliberate sanction of the British government, the navy of the United States will receive instructions to pursue these enemies into the ports which thus, in violation of the law of nations and the obligations of neutrality, become harbors for the pirates? The President very distinctly perceives the risks and hazards which a naval conflict thus maintained will bring to the commerce and even to the peace of the two countries. But he is obliged to consider that in the case supposed the destruction of our commerce will probably amount to a naval war waged by a portion at least of the British nation against the government and people of the United States—a war tolerated although not declared or avowed by the British government. If, through the necessary employment of all our means of national defense, such a partial war shall become a general one between the two nations, the President thinks that the responsibility for that painful result will not fall upon the United States.

In stating thus frankly the views of this government, it is proper for me to add that it is not the President's purpose to resort to the extraor-

dinary measures of defense to which I have referred, unless they shall be rendered necessary by a final decision of the British government that it cannot and will not interfere to restrain the hostilities which are now apprehended; nor will I allow myself to suppose that her Majesty's government will for a moment conceive that anything I have written upon this point is written in a spirit of mere demonstration; on the contrary, while the pacific and friendly disposition of her Britannic Majesty's government is fully appreciated and relied upon, it is well understood that that government is the last one in the world to yield to vehemence what cannot be conceded in equity and justice. So, on the other hand, it ought to be understood that the United States, if they could ever be presumptuous, are sufficiently chastened already by the scourge of civil war to seek peace and friendship with Great Britain and all other nations through any concession that is compatible with the permanent interests of national life and honor.

For your own information, and to enable you to maintain the national rights and interests with your accustomed firmness, I have the pleasure of stating that our naval force is steadily and rapidly increasing. The navy has already in actual service forty-four thousand men. New, better, and more effective steamships—iron-clads, as well as others—are coming from the docks; and we do not distrust our ability to defend ourselves in our harbors and on the high seas, even if we must unhappily be precipitated, through injustice in Europe, into a foreign war. The fall of Vicksburg releases a large naval force for effective service, while the free navigation of the Mississippi, now immediately expected, will restore to us our accustomed facilities for foreign conflict. The same great event relieves the army of General Grant, which numbers one hundred thousand men, from the labors and fatigues of a siege, and gives us movable columns for uncompleted purposes of the war. The capture of Vicksburg, the occupation of Tullahoma, and the defeat of the insurgents in Pennsylvania are the achievements of the campaign which was proposed in the last autumn. The army which has performed them is still strong and effective. It will now be re-enforced, easily and cheerfully, by the people with an addition of three hundred thousand men. On the other hand, the insurgents have within the last month sustained an aggregate loss of fifty thousand men, which I think it will be very difficult, if not impossible, to replace; and without their being replaced, their military strength can hardly be deemed permanently formidable.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Mr. Seward.

[Extract.]

No. 465.]

LEGATION OF THE UNITED STATES,
London, July 31, 1863.

SIR: * * * * * * *

With regard to the matters contained in your very important dispatch No. 651, of the 11th instant, I need not say how much I am impressed with the weight of the argument and the dignity of the remonstrance it contains. But on reflecting upon the precise situation in which things have been left at the close of the session of Parliament, the effect of late

events in America, the remonstrance already put in by myself against the outfit of the iron-clads at Liverpool, and the determination evinced by the ministry to carry the question involved in the case of the *Alexandra* through all the forms of appeal to the highest court, necessarily causing a long interval of delay before a final decision can be reached. I am inclined to the belief that the present is not by any means an opportune moment to press the subject further. You could not have foreseen, at the time of writing, the favorable turn which affairs have since taken, in consequence of which the threatening appearances which you were contemplating have, at least for the time, passed away. Under these circumstances, I shall so far venture upon exercising a discretion in the premises as to postpone any communication of your views to Lord Russell until either there shall spring up a fresh cause for uneasiness, or you shall, after gaining a view of the precise state of the case, give me further instructions to proceed at once.

It may be as well to observe, furthermore, that this period of general dispersion of people in authority, when even her Majesty is on the eve of an absence in Germany, is not propitious to the discussion of so grave a topic.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Seward to Mr. Adams.

No. 677.]

DEPARTMENT OF STATE,
Washington, August 13, 1863.

SIR: Your dispatch of the 31st ultimo, No. 465, has been received. With reference to instructions No. 651, of the 11th July, upon the case of the *Alexandra* and the questions involved therein, I have to observe that you will have learned that I regarded your previous communication to Earl Russell on the subject as an execution of my instructions by way of anticipation. The case is relieved also by the hopes you authorize me to indulge in regard to the holding of the vessels until the decision as to the *Alexandra*. You will exercise your discretion concerning the matter.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Mr. Seward.

No. 532.]

LEGATION OF THE UNITED STATES,
London, November 6, 1863.

SIR: I have the honor to transmit copies of the *Morning Post*, which contain reports of the proceedings thus far, in the court of exchequer, on the case of the *Alexandra*, on the question of an appeal from the ruling of the chief baron at the trial held last spring. It now appears that the chief baron declines to sign a bill of exceptions, because it imputes to him certain legal declarations which he never made, and objects to him

that he did not give instructions which he avers were the very ones he did give. As a consequence, a technical barrier was at once raised against further operations, which proved so difficult to remove that resort was finally had to the extraordinary step of creating a new rule for the purpose of admitting a motion on the part of the government. Thus far the new attorney general seems to have succeeded in forcing his way out of this court. But he has yet some further difficulties to overcome before he can get into the exchequer chamber, which, from the intimations made at the opening, would seem to be fully prepared to receive him.

The course of the chief baron on this occasion has given rise to quite as much remark in professional circles as it did at the time of the trial. Perhaps the most singular part of it is the intimation given that he had been assimilating his doctrine to that which he supposed to have been announced by the first minister of the Crown in the House of Commons. The tendency of the bench in Great Britain to do this has not been altogether unobserved in the prior history of the country, but I am not aware that it ever was so candidly disclosed before.

The change that has been made in the legal advisers of the Crown is made sufficiently perceptible in these proceedings.

I am now rather hopeful of a better final result than I was in the spring. There has been a marked alteration in the tone of the leading newspapers, which will not fail to produce its effect on the classes which they reach. A copy of the *Globe* of the 4th instant, containing a leader on the subject, is herewith transmitted.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,

Secretary of State.

[For official report see Parliamentary and Judicial Appendix, No. 15.]

Mr. Adams to Mr. Seward.

No. 542.]

LEGATION OF THE UNITED STATES,

London, November 20, 1863.

SIR: Thus far the progress made in the case of the *Alexandra* has been slow. The lawyers engaged in the defense have consumed all the time down to a late hour yesterday, when the attorney general commenced an argument in favor of his motion. I transmit herewith copies of the *London Times*, containing a report of the trial so far as it has gone. It is evidently much abbreviated, but it will suffice to give you an idea of the character of the proceedings.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,

Secretary of State.

[For official report of the *Alexandra* trial see Parliamentary and Judicial Appendix, No. 15.]

Mr. Seward to Mr. Adams.

No. 763.]

DEPARTMENT OF STATE,
Washington, November 20, 1863.

SIR: Your dispatch of November 6 (No. 532) has been received. It informs me of the proceedings which have recently taken place in the case of the *Alexandra* before the court of exchequer.

It is an occasion of sincere satisfaction to find that the interpretation which was given to municipal and international laws on the former trial of the case is deemed to require judicial reconsideration. If that interpretation should be left to guide the courts in Great Britain and her American provinces, and should further come to be accepted as a guide to the courts of the United States, then I think no one could reasonably expect that the conflicts which would unavoidably arise between the two nations could be settled by the ordinary peaceful processes of courts or cabinets. This government knows no interest and no motive that does not prompt to the preservation of peace and friendship with Great Britain.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Mr. Seward.

[Extract.]

No. 545.]

LEGATION OF THE UNITED STATES,
London, November 27, 1863.

SIR: * * * * *

I have the honor to transmit a newspaper report of the remainder of the proceedings in the case of the *Alexandra*. No decision has yet been announced from the court. If it should be unfavorable to the motion, it is understood that the government will take an appeal to the higher court. The earnestness and vigor displayed by the law officers of the Crown in the prosecution of this case on the present occasion leave nothing to be desired. It gives me pleasure to be able to bear this testimony at last.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

[For official report of the *Alexandra* trial see Parliamentary and Judicial Appendix, No. 15.]

Mr. Adams to Mr. Seward.

No. 575.]

LEGATION OF THE UNITED STATES,
London, January 15, 1864.

SIR: I was very glad to receive a visit on Sunday evening last from Mr. Evarts, who had just arrived in London from America, in the steamer *Australasian*. He came just in time for the decision of the court of exchequer in the case of the *Alexandra*, which was delivered on Mon-

day. The opinions of the four judges were read *seriatim*. A copy of the report in the Times has been already transmitted to you from this legation. The result is as I have already hinted to you it was likely to be. There had been some expectation of an agreement. The facility with which the arrangement was made for an appeal leads me to infer that this was, on the whole, not unacceptable to the government. The practical effect of it is to suspend the matter for some time longer, a result not altogether disadvantageous. It is impossible to deny that public opinion is essentially changing in regard to the obligation of this country to prevent the gross violations of neutrality that have been heretofore tolerated. The sympathy with the rebels is waning in proportion as the character of their reckless and desperate proceedings becomes well understood. The speeches of members of Parliament during the present season show something of this. Those made by Mr. Massey and Mr. Buxton are more particularly deserving of attention on this account. Mr. Foster's is in a different style, but equally shows his sense of the altered aspect of the question. The understanding is general that no action can possibly be expected in Parliament. The labor expended in circulating petitions is now confined to the promotion of the cessation of hostilities, and the appeal is particularly addressed to the clergy. The threatening aspect of continental politics renders any more decided policy hopeless.

I perceive in the newspapers a notice that the case of the Pampero, at Glasgow, is to be soon brought into court.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Seward to Mr. Adams.

[Extract.]

No. 823.]

DEPARTMENT OF STATE,
Washington, February 1, 1864.

SIR: Your dispatch of January last (No. 575) has been submitted to the President.

It is supposed here that the delay in the case of the Alexandra, which results from the decision recently pronounced, and the appeal thereon to the court of exchequer, are regarded by her Majesty's government as not unfavorable to the policy they have adopted to prevent the levying of naval war from British ports against the United States. In view of this circumstance I forbear for the present from making a formal protest against that decision.

* * * * *

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Mr. Seward.

No. 591.]

LEGATION OF THE UNITED STATES,
London, February 4, 1864.

SIR: The question on the appeal from the decision of the court of exchequer in the case of the Alexandra will come up for consideration

on Saturday next, before the court of exchequer chamber, composed of eight judges, four from the Queen's Bench, and four from the court of common pleas. Mr. Evarts, who has been in Paris for a few days past, will probably be here in season to watch the case on behalf of the government and make his report to you.

The activity in sending out vessels to run the blockade continues, though it seems to be now understood that a larger proportion of each risk is assumed by the rebel authorities. It has just been reported to me, from a secret source, that a steamer called the Kangaroo is about to depart, with a considerable number of rebel passengers, including Messrs. Mason and Slidell, and a large sum of money, but with no other freight. Should this prove to be true, you will probably get by this steamer more exact information from another source.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Mr. Seward.

[Extract.]

No. 593.]

LEGATION OF THE UNITED STATES,
London, February 6, 1864.

SIR: * * * I attended the session of the House of Lords for the purpose of hearing the speeches of Lord Derby and Lord Russell.

* * * The [Queen's] speech contains no allusion whatever to the United States; but many references to the subject were made in the course of the debates, principally by members of the opposition. You will particularly note that of Lord Derby, because it touches one portion of your instructions to me of the 11th of July, (dispatch No. 651,) lately published in America, upon which, for reasons given at the time to you, I thought it best to desist from acting. The actual temper towards us does not appear to be materially changed. It is only subdued by the sense of a more immediate and dangerous complication.

* * * I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

[From Hansard's Parliamentary Debates, vol. 173, pp. 39, 40.]

HOUSE OF LORDS, *February 4, 1864.*

ADDRESS TO HER MAJESTY ON THE LORDS COMMISSIONERS' SPEECH.

The lords commissioners' speech having been reported by the lord chancellor—

* * * THE EARL OF DERBY: My lords,

* * * Again, it would appear that, notwithstanding the concessions which the noble earl has made to the federal States of America, in carrying out what he calls neutrality, but what I am afraid I must call one-sided neu-

trality, he has received from these States not thanks, because I believe that papers which have been laid before the Senate of the United States show that we were met by demands and menaces, which I should be much astonished if any one calling himself a British minister must not have felt a difficulty in receiving, when the dispatches containing them were placed in his hands. Since then we are not only told that the American government will hold us responsible for any damage which their commerce may have sustained by the acts of the Alabama, but, if I have not misread the papers laid before Congress, they state that if we do not put a stop to the sale of vessels of this kind in this country, the result must be that the federal government will take the law into their own hands; that their cruisers will follow these vessels into British ports, and will, in British waters, maintain their own interests. My lords, I hope the noble earl will be able to show that he has answered that dispatch in a manner which will put an end to such monstrous demands for the future. But if I am not mistaken, the last dispatch from Washington was written about August, and was received here towards the latter end of August, and early in September the noble earl took the strong step of seizing the so-called confederate rams in the Mersey upon that very suspicion as to which, a year before, the attorney general informed Parliament that the government would not be warranted in interfering. Well, then, my lords, if you have not satisfied the federals, neither have you satisfied the Confederate States. * * *

Mr. Adams to Mr. Seward.

[Extract.]

No. 594.]

LEGATION OF THE UNITED STATES,
London, February 11, 1864.

SIR: * * *

As Mr. Evarts has not yet returned from the continent, I have the honor to transmit copies of the London Times of the 8th and 9th instant, containing a report of the further proceedings in the case of the Alexandra. It appears that the government has been again foiled in its purpose to gain from the higher courts a judicial exposition of the enlistment act, by the interposition of technical objections to the process. I think they are by no means insensible to the awkward position in which this difficulty places the country in its relations with foreign nations. Inasmuch as the majority of the judges, whilst declining to take jurisdiction themselves, left open a way to the transfer of the question to the House of Lords, it is generally understood that that course will be adopted. The effect will be to cause another delay for a considerable time. And this delay will, in its turn, cause a postponement of any definite action upon the representations made by me to this government under the instructions contained in your dispatch (No. 802) of the 6th of January. A report of my conference with Lord Russell on that subject was sent to you in my dispatch (No. 584) of the 28th ultimo.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

[For official report of the Alexandra trial see Parliamentary and Judicial Appendix, No. 15. For dispatch from Mr. Seward to Mr. Adams, No. 802, January 6, 1864, see Vol. I, p. 609. And for dispatch from Mr. Adams to Mr. Seward, No. 584, January 28, 1864, see Vol. I, p. 744.]

Mr. Adams to Mr. Seward.

No. 595.]

LEGATION OF THE UNITED STATES,
London, February 11, 1864.

SIR: The publication of the diplomatic papers annexed to the President's message has elicited much comment in Parliament and in the newspapers, upon your instructions to me in your No. 651, of the 11th of July last, and particularly that portion of them which declared the intention of the government, under certain contingencies, to enter English ports and seize obnoxious vessels. In my No. 593, of last week, I pointed out to your attention the observations of Lord Derby on that subject, on the opening night in the House of Lords. Remarks of a similar kind have since been made in the Commons. I now transmit a copy of the Times of yesterday, containing a report of the replies made by the ministry in both houses to these questions.

It is, perhaps, unfortunate that, when you decided on publishing these instructions, you did not at the same time insert, at least, so much of my No. 465, of the 31st of July, as would have explained the reason why they were not acted upon at the time by me. For want of that light, it has been generally assumed here that I took the responsibility of suppressing them altogether. The inference is that I assumed to judge them unsuitable, or else was afraid to present them. In point of fact, you may remember that on the very same day of their date I had anticipated them, for the most part, by presenting to Lord Russell a note embracing much of the arguments contained in your dispatch. This you did me the honor to notice in flattering terms in your later dispatch, No. 667, of the 29th of July. The only question then left open was upon the expediency of addressing a new note to Lord Russell for the single purpose of introducing the particular notification which has given rise to the present discussion. For the reasons given in my dispatch No. 465, already referred to, I thought it inexpedient at that late moment to reopen the subject. My intention then was to postpone it until the final answer should be made to the remonstrances against the departure of the iron-clads. But when that moment arrived, which was on the reception of Lord Russell's note of the 1st of September, I felt so fearful that the declaration of that intention would close all further possibility of preserving the peace between the two countries, that I preferred to take the other course indicated in my reply of the 5th, which was, while intimating the strong character of my instructions, to propose to await new ones adapted to the precise emergency rather than to declare them. As matters actually turned, this proceeding seems to have been fortunate; for while the general statement in my note left on this government the impression that war might be the alternative in contemplation, the language took no such specific shape as to compel it to resent it as a threat. Even as it was, however, you may recollect that I have expressed to you my regret at the circumstance that my note had passed out of my hands so immediately before I received Lord Russell's note of the 4th, which was then on its way from the Foreign Office, and which prefigured a more auspicious termination of the dispute.

I have gone into this, perhaps needless, exposition of the circumstances attending this affair, not because I feel that it does me any particular injury here. On the contrary, the effect is to raise my action in the British estimation rather more than it deserves, or I altogether relish. Nothing is more unsafe to a diplomatic agent than an approach to a

false position between two governments. Had this risk been brought upon me by any proceedings on this side, I should feel anxious to do something at once to restore matters to a proper footing. As it is, the accident has happened by reason of the partial authorized publication of the facts in America. I trust that there, at least, no unworthy inferences from the language held here may gain currency from the absence of explanations on this side of the water.

One incidental good effect of this outburst in Parliament is, that the ministers, having been attacked upon a point upon which they are able to make a clear and conclusive reply, are, to a great extent, relieved from the necessity of defending themselves on other matters. In comparison these appear trifling. The growing complications in Germany divert attention from them more and more. It is now left scarcely doubtful that the disintegration of Denmark is the cardinal point of the policy of the great powers. Even if successful, it is impossible that this can be gained without a severe shock to the future relations of the governments of Europe. Hence it is that new views may be taken here of the proper conduct towards America.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,

Secretary of State.

[For debate above referred to see Parliamentary and Judicial Appendix, No. 28. For dispatch from Mr. Seward to Mr. Adams, No. 667, July 29, 1863, see subdivision "Case of the Lairds' Iron-clads," *post.*]

Mr. Seward to Mr. Adams.

No. 859.]

DEPARTMENT OF STATE,

Washington, March 2, 1864.

SIR: Your dispatch of February 11 (No. 595) has been received, together with reports of the debates which have been held in Parliament upon the condition of our relations towards Great Britain.

On the 11th of July last the information which was before this department seemed to oblige the government of the United States to take into immediate consideration a probable failure of all its friendly appeals to her Majesty's government against suffering a deeply concerted and rapidly preparing naval war to be waged against the United States from British ports in Europe and America, by British subjects in British built and armed vessels. Events which have transpired since that time, such as the intended invasion of Johnson's Island from Canada, the case of the Chesapeake, the escape of the Rappahannock, the enlistment of seamen and sailors, the persistent proceedings in construction of Laird's rams under false pretenses of foreign ownership, and especially the report of Mallory, the pretended secretary of the navy of the insurgents, have proved that the crisis apprehended in July was not overestimated, nor too soon anticipated by this department. The government of the United States took the subject into consideration with all the seriousness and anxiety that could not fail to be awakened by the seeming approach of a naval conflict with Great Britain in aggravation of our existing civil war.

The result of this deliberation was set down in the dispatch which I had the honor to address to you on the day before mentioned. That

dispatch was addressed to you because the interests of the government and people of the United States seemed to require that, as the representative of the United States, charged with conduct of their correspondence with the government of Great Britain, you should be fully informed of the views which had been adopted by your own government. At the same time, in this case, as in all others, which you are not specially directed to submit our instructions to her Majesty's government, it was left to your own discretion to make so much or so little use of the knowledge thus imparted to you of the views of this government as you should deem expedient, and to use it in such manner and at such time as should seem to you best calculated to avert the evils apprehended.

Nevertheless, in communicating those views to you I scrupulously took pains equally to leave no ground for misapprehension of their directness, and to avoid expressing myself in any way that could offend the dignity or wound the sensibility of the British government or the British people.

The Constitution of the United States requires the President from time to time to give to Congress information concerning the state of the Union. In the beginning of our government a practice obtained according to which the President communicated this information, on the assembling of Congress, in a full and comprehensive annual speech or message, to which are appended all the important reports and documents which have been placed by the heads of departments before the President as the sources and evidences of the information to be by him submitted to Congress. It is hardly necessary to say that the interest of Congress and of the people of the United States in the transactions of the executive department, always earnest, became intensified with the breaking out of the civil war. Our foreign affairs have, even since the war began, been a subject of anxiety as deep as that which is felt in regard to military and naval events. The government continually depends upon the support of Congress and the people, and that support can be expected only on the condition of keeping them thoroughly and truthfully informed of the manner in which the powers derived from them are executed. Mutual confidence in the people and the government is a condition of our national life.

It has seemed to the President more satisfactory and more in harmony with our vigilance to give to Congress the information prescribed by the Constitution, with all possible fullness, at the beginning of each meeting of Congress, rather than to await their special calls for it in particular cases, as is generally done in constitutional governments when the executive or its ministers hold seats in the legislature.

Congress and the country, at the beginning of the present session, had a right to be put fully in possession of a complete history of conflicting claims which had arisen between the United States and Great Britain subsequently to the last preceding annual exposition which had been submitted by the President. They had the same right to see my dispatch to you of the 11th of July, 1863, that they had to see any other portions of the executive correspondence concerning foreign affairs. This history would be incomplete without that account. It was the President's duty to communicate it, unless special reasons of a public nature existed for withholding it. Only two such special reasons could be allowed, namely: one, that the publication would be incompatible with the public interests by affecting a friendly negotiation on an exciting question. But the question which had called out this dispatch had been for a time put at rest, and mutually satisfactory explanations between the two governments had been rendered. The other reason

was, that the publication might give offense to Great Britain. But the document was a communication from this government not to her Majesty's government, but to its own agent. The paper was believed to be as respectful to the British government as it manifestly was earnest and sincere. On the other hand, to withhold so important a portion of the executive correspondence would have seemed to imply a confession that it was improper in itself, while to practice reserve on so great a question would be liable to be deemed an abuse of the confidence which Congress and the people had so freely reposed in the government.

The President now learns with regret that British statesmen, whose opinions he would be the last to undervalue, have declared that in their judgment portions of that communication are disrespectful and menacing toward her Majesty's government.

Comity is not only a proper but even an indispensable element in diplomatic intercourse. A just and enlightened government may readily admit, without any sacrifice of its own self-respect, that every other government is entitled to judge for itself what expressions occurring in its needful intercourse with foreign states are exceptionable.

You are, therefore, authorized to say to Earl Russell that nothing menacing or disrespectful was intended by any expression in the dispatch before referred to, and that the paper is now freely referred by the President to Earl Russell's own criticism, with the request that whatever expressions contained in it he shall consider exceptionable be deemed to be hereby withdrawn, with regret on the part of this government that those expressions, although inadvertently, had been incorporated in a paper the object of which was not to offend, but to remove out of the way a stumbling block of national offense; not to provoke war, but to secure peace and restore harmony between Great Britain and the United States.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Seward to Mr. Adams.

No. 860.]

DEPARTMENT OF STATE,
Washington, March 2, 1864.

SIR: I recur to your dispatch No. 595. There is neither any occasion nor disposition here to question the wisdom or propriety of your proceedings in regard to my dispatch of July 11. Events justified your sagacity in reserving it. On the other hand, no considerations which now occur to me could have excused this department for withholding the instruction from Congress and the public.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Mr. Seward.

No. 619.]

LEGATION OF THE UNITED STATES,
London, March 17, 1864.

SIR: I have the honor to transmit copies of the Times of the 15th and 16th instant, containing a report of the proceedings in the House of

Lords on the appeal in the Alexandra case. The decision will be given on an early day after the Easter recess.

I have the honor to be, sir, your obedient servant,
CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

[For official report of judgment, &c., see Parliamentary and Judicial Appendix, No. 15.]

Mr. Adams to Mr. Seward.

[Extract.]

No. 641.]

LEGATION OF THE UNITED STATES,
London, April 7, 1864.

SIR: I had a conference with Lord Russell on Saturday last. Not deeming it advisable to spend much time in going over the ground already so often covered, I contented myself with reading to him the whole of your dispatches, No. 859, of the 2d, and No. 871, of the 11th of March.

His lordship did not appear to me to have any fresh reply to make to the reasoning. He contented himself with disclaiming the inference in your papers that the government had assumed the position that it could do no more. The object it had had in view all the time had been to know what was the extent of its powers under the enlistment law, so that it might shape its subsequent measures accordingly. This it had attempted to gain by means of the prosecution of the Alexandra case. He did not attempt to disguise his disappointment at the issue of that experiment. He was not himself a lawyer, and therefore did not pretend to decide upon the correctness of the proceeding. All he could say was that the result seemed to him extraordinary. He caught at an expression used in one of your dispatches, "of the uncertainty and *caprice* incident everywhere to the civil administration of justice," and repeated it as if not a little impressed with its force. He did not betray any knowledge of what the final decision on the appeal in the House of Lords was to be, although from my present point of view, since the decision has been declared, I can see that he foresaw it.

* * * * *
I have the honor to be, sir, your obedient servant,
CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

[For dispatch from Mr. Seward to Mr. Adams, No. 871, March 11, 1864, see Vol. I, p. 357.]

Mr. Adams to Mr. Seward.

[Extract.]

No. 651.]

LEGATION OF THE UNITED STATES,
London, April 8, 1864.

SIR: As Mr. Evarts does not appear yet to have returned from his visit to Rome, I transmit a report, in the Times of yesterday, of the

decision of the House of Lords on the appeal in the case of the *Alexandra*. It appears that here, as in the courts below, there was a difference of opinion. The case has thus, after passing through the ordeal of all the courts, been virtually decided by Chief Baron Pollock's summary instructions to the jury on the first hearing, understood by them in a different sense from that which he claims to be the true one. All the rest has been a mere contest about forms. The government has been completely baffled in its honest endeavor to obtain a legal base of action against a flagrant violation of the neutrality of the kingdom, and is thrown back upon the task of commencing the work all over again. There never was such a comedy performed on a grave subject in the whole history of law.

The feeling of the profession seems, on the whole, to be one of mortification at this spectacle of the utter inefficiency of the national tribunals to administer justice. The English are indifferent to reproach, but they sensibly feel ridicule. Proudly as they boast of the perfection of their domestic institutions, it is with no little regret that they open their eyes only to perceive so glaring an instance of their defects. The fact that it has happened in a case relating to the United States occasions little regret beyond the sense that it lays them open to strictures from that quarter, not the more agreeable because they are felt to be deserved. * * * * * Practically the decision, added to the delay caused by the long continuance of the litigation, has deprived the liberation of the *Alexandra* of its importance. It cannot be regarded as equivalent to permission to carry on similar outfits unrestrainedly for the future. The government has gained rather than lost power in the struggle. The popular sense has risen to an admission of a necessity to apply some check to notorious abuses of neutrality. The preliminary action of the court of Scotland has deterred the builders from prosecuting their undertakings at Glasgow. The position of the Messrs. Laird has not been strengthened for the coming defense of the iron-clads. Whenever their case shall come up in the courts, it will be pretty sure to be tried on its merits, by a judge or judges from whom caprices will not be again tolerated. I feel, therefore, pretty confident that a bridle has been placed on the rebel operations in this kingdom, which will prevent any repetition of experiments on so grand a scale. As it is, you will observe that the rebel cruisers are quietly ceasing to put into British ports for repairs or for supplies—of late they go to France in preference. How long that country will continue to give them a shelter I have no means to judge. Their advent gives so much trouble that it is scarcely likely they will continue much longer to be welcome anywhere. * * * * *

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

[For official report of judgment, &c., see Parliamentary and Judicial Appendix, No. 15.]

Mr. Dudley to Mr. Seward.

[Extract.]

No. 269.]

UNITED STATES CONSULATE,
Liverpool, April 27, 1864.

SIR: The gunboat *Alexandra* was formally handed over to the attorneys of the claimants by the collector of the customs yesterday. So

she is now in their possession, to be fitted out for her cruise. I am not advised as to what they intend to do with her. You recollect she was to have had three pivot guns and gone out as a privateer in command of Lieutenant John R. Hamilton, of South Carolina. Mr. Hamilton is now in Liverpool, and it is quite likely they may carry out their original intentions. I shall keep a watch upon her and report to Mr. Adams.

I have the honor to be, sir, very respectfully, your obedient servant,
THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Mr. Seward.

[Extract.]

No. 671.]

LEGATION OF THE UNITED STATES,
London, April 28, 1864.

SIR:

The *Alexandra* has been restored to the nominal owners. It is stated that she will be immediately fitted for sea. I have instructed Mr. Dudley, in case he discovers any proof of armament, to let me know at once, so that I may bring the case up once more. My impression is that she will be sent elsewhere for that purpose.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 308.]

UNITED STATES CONSULATE,
Liverpool, July 6, 1864.

SIR: I was told last week that the government were making some trouble about the sailing of the gunboat *Alexandra*. At the time I did not attach much importance to it, but am now disposed to think there was something in it, for I have just learned that they have taken down all the cabins and fixings inside, and placed a hatchway in the deck where the skylight was, and are putting up houses on the deck. Now this may all be done for a blind, but it certainly looks as if they, either from choice or compulsion, had been forced to make these alterations to get her out.

I can learn nothing of her destination or purpose.

I am, sir, very respectfully, your obedient servant;

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 311.]

UNITED STATES CONSULATE,
Liverpool, July 9, 1864.

SIR: I inclose you three photographs of the gunboat *Alexandra*. * * *
 * * * The houses on the deck are, I am told, temporary structures, and put up in such way that they can easily be removed. She is now ready for sea. The erection of these houses and taking out the interior fittings has delayed her completion for some weeks longer than was expected. Her present finish would indicate a blockade runner, and I am inclined to believe they will send her out from here to Bermuda or Nassau as such; after they get her there, they can clear her decks in a day, and very soon prepare her for a privateer.

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
*Secretary of State.**Mr. Dudley to Mr. Seward.*

[Extract.]

LIVERPOOL CONSULATE,
On the Steamer Scotia, at Sea, July 25, 1864.

SIR:

When we sailed from Liverpool on Saturday afternoon, the 16th instant, about five o'clock, the steamer *Alexandra* had her steam up and was moving out of the river. I have no doubt but what she had cleared and was then on her way to Nassau or some southern port. I have mentioned in previous dispatches that the houses erected on the deck of this vessel, and which indicate her as a blockade runner, are mere temporary structures, and can be removed at any time. You will recollect that the guns originally intended for this steamer, with others, were recently shipped for Nassau on the schooner *Campaigne*.

I am, sir, very respectfully, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
*Secretary of State.**Mr. Seward to Mr. Burnley.*DEPARTMENT OF STATE,
Washington, September 13, 1864.

SIR: This department has been informed that the steamer *Mary*, which formerly, under the name of the *Alexandra*, was charged in the British courts with having been built for the naval service of the insurgents, has arrived at Halifax for the supposed purpose of there being armed and equipped for that service.

It is consequently suggested that you communicate with the governor of Nova Scotia, in order that the hostile designs of that vessel against the United States and their shipping may not be carried into effect from any port within his jurisdiction.

I have the honor to be, with high consideration, sir, your obedient servant,

WILLIAM H. SEWARD.

J. HUME BURNLEY, Esq., &c., &c., &c.

Mr. Burnley to Mr. Seward.

WASHINGTON, October 9, 1864.

SIR: With reference to your note of the 13th ultimo, relative to the steamer Mary, and her supposed connection with the southern insurgents, I have the honor to inclose copy of a dispatch which I have received on this subject from the lieutenant governor of Nova Scotia.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

J. HUME BURNLEY.

Hon. WILLIAM H. SEWARD, &c., &c., &c.

Lieutenant Governor Macdonnell to Mr. Burnley.

GOVERNMENT HOUSE,
Halifax, Nova Scotia, September 30, 1864.

SIR: I have the honor to acknowledge the receipt of yours of the 13th instant, which did not reach me till the 28th instant. Your letter incloses a communication from Mr. Seward, representing that the Mary, formerly the Alexandra, has arrived at Halifax for the supposed purpose of being armed and equipped for the confederate service.

Mr. Seward, therefore, suggests that you should communicate with me, in order that the hostile designs of that vessel against the United States and their shipping may not be carried into effect from any port within my jurisdiction.

In reply, I have to state that in future, as heretofore, my most strenuous exertions shall be directed to maintaining within the neutral waters of this portion of her Majesty's dominions the strictest observance of those orders which have been issued for my guidance in reference to belligerent cruisers, whether federal or confederate.

I cannot, however, interfere with any vessel British owned, in a British harbor, on mere suspicion; nevertheless, I have so decided a determination to prevent any abuse of the accommodation afforded by this port to any party, that I have instituted inquiry, for my own satisfaction, into the rumored destination of the Mary. I have even directed that the Mary shall be watched, and am prepared to interfere, if any illegal equipment of that vessel, for warlike purposes, be attempted in this province.

At the same time you may inform Mr. Seward that the result of my inquiries hitherto leads me to suppose that the Mary, although originally strongly built, and apparently intended for warlike purposes, is now lying here an embarrassment to her owners, unsalable and unservice-

able, either as an ordinary merchantman or a cruiser. Her speed under steam does not exceed four and a half knots, and I believe she is considered a failure, whatever may have been her original destination. Therefore no difficulty is likely to arise in her case.

I have, &c., &c.,

R. G. MACDONNELL,
Lieutenant Governor, &c., &c.

J. HUME BURNLEY, Esq., &c., &c., &c.

Mr. Seward to Mr. Burnley.

DEPARTMENT OF STATE,
Washington, October 20, 1864.

SIR: I have the honor to acknowledge the receipt of your note of the 9th instant, which is accompanied by a copy of a dispatch of the 30th of September, addressed to you by the lieutenant governor of Nova Scotia, relative to the steamer Mary and her supposed connection with the insurgents, which formed the subject of my communication of the 13th ultimo. In reply, I have the honor to state that the action of his excellency in the premises is highly creditable to himself, and is justly appreciated by this government.

I have the honor to be, with the highest consideration, sir, your obedient servant,

WILLIAM H. SEWARD.

J. HUME BURNLEY, Esq., &c., &c., &c.

Mr. Burnley to Mr. Seward.

WASHINGTON, *December 28, 1864.*

SIR: With reference to your note of the 20th of October relative to the British steamer Mary, formerly the Alexandra ram, and her supposed connection with the so-called confederate government, I have the honor to transmit to you herewith a copy of a dispatch, and of its inclosures, from the governor of New Providence, stating that he has ordered the seizure of the steamer Mary for violation of the 7th clause of the foreign enlistment act.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

J. HUME BURNLEY.

HON. WILLIAM H. SEWARD, &c., &c., &c.

Governor Rawson to Mr. Burnley.

GOVERNMENT HOUSE,
Nassau, December 15, 1864.

SIR: I take the earliest opportunity of informing you that on the 13th instant the British steamer Mary, formerly the Alexandra ram, was seized in this port, by my orders, for a violation of the 7th clause of the foreign enlistment act.

Before my arrival here, on the 9th instant, the United States consul had called the attention of this government to the existence of guns and munitions of war on board of this vessel, which had lately reached this harbor. A search was made, and nothing was found but a 12-pounder gun, and a case supposed to contain shell. Upon this, the lieutenant governor, acting upon the advice of the attorney general, informed the consul that there was not sufficient ground for detaining the vessel after this gun and case were landed, which their agents professed their willingness to do.

The consul had at first supposed this search to have been a seizure, and he was much disappointed at this last communication, and protested urgently against it. The attorney general saw him personally, and was not satisfied with the proofs offered; and finally he was informed that the government could not proceed upon confidential communications made to him by persons who could not be produced in court to support a prosecution. This was the state of the case when I arrived.

I mention what occurred with the consul in order that you may be cognizant of it, in the event of the American government adverting to it in any communication which it may make to you.

Upon examining the correspondence and making inquiry of the officer who searched the vessel, I found that there were suspicious facts bearing upon the case which did not appear in the papers, and that certain packages which were shipped at Bermuda had not been opened, nor were their contents known. I therefore directed that they should be landed and opened. The result is shown in inclosure No. 1, which, among other things, proves the continued connection of the *Mary* with the Mr. Hamilton, an officer of the Confederate States, whose name was brought forward by the attorney general on the occasion of the trial in England, as one of the proofs against the parties who owned the *Alexandra*.

Upon the discovery of this further evidence, and receiving the opinion of the attorney general, I ordered the vessel to be seized, and she is now in charge of the customs, moored opposite the ordnance wharf for protection. The attorney general will commence legal proceedings without delay, and I have received a letter from the United States consul thanking me for my proceedings in this case.

I am, &c., &c.,

RAWSON A. RAWSON, *Governor*.

J. HUME BURNLEY, Esq., &c., &c., &c.

Mr. Dumaesq to Governor Rawson.

RECEIVED GENERAL'S OFFICE,
December 13, 1864—1 p. m.

SIR: I have the honor to report for your excellency's information that this morning, immediately on the landing of the cargo ex. *Mary*, late *Alexandra*, I directed all the packages to be opened in my presence, and found the marks, numbers, and contents of each to be as follows:

P. H. One cask containing scrubbing brushes, tin cans, &c.

J. R. 1. Two cases containing iron hammock racks.

J. R. 3. One case containing iron hammock racks and handles for screws of side lights.

O. C. 1. One case containing a gun and carriage, with appurtenances complete, designed by Messrs. Fawcett, Preston & Co., of Liverpool,

with flat iron tray or slide for the gear and body of carriage to traverse on. (This gun is the subject of a former report.)

O. C. 2. One case containing shell.

O. C. 3. One case of grape-shot.

J. R. H. 3. One case containing six trap wheels, about six inches in diameter, apparently handles such as are used for working the screw of a gun.

J. R. H. $\frac{1}{2}$. Two cases of stationery.

H. H. 2. One case containing confederate flags, brig, ship, and boat ensigns and pendants, log lines, bolts of canvas, &c.

S. D. H. 2. One case of drugs, lint, &c.

J. R. H. One case (partially examined) of private effects, consisting of military and naval books in relation to the confederate service, having the name of Hamilton on the fly leaves, forty-eight packages of tourniquets, one blank confederate commission, charts, a case of surgical instruments, &c., one bundle of hammocks—about sixty; also two small iron carronades and carriages, belonging to ship.

With references to the cases marked J. R. 1 to 3, I have respectfully to state that the hammock racks are all of a size, and that I have had one of them placed in the staples on the bulwarks of the Mary, which it exactly fits.

It is my duty further to add that, since the date of my last report of the 7th instant, four new berths have been completed in the after-hold, where the gun and carriage above referred to were found, and sixteen additional ones in the fore-castle, so that, independent of the after-deck berth for the officers of the ship, she has now thirty-two berths for seamen, besides the sixty hammocks.

I have, &c., &c.,

J. A. DUMARESQUÉ,
Receiver General.

His Excellency Governor RAWSON.

Mr. Seward to Mr. Burnley.

DEPARTMENT OF STATE,
Washington, December 31, 1864.

SIR: I have the honor to acknowledge the receipt of your communication of the 28th instant, informing me of the seizure of the steamer Mary, by the authorities at New Providence, for a violation of the foreign enlistment act of Great Britain; and, in reply, to acquaint you that I have also been advised of the fact by the consul of the United States at Nassau, and have authorized Mr. Adams to express satisfaction to her Majesty's government, on the part of that of the United States, with the prompt action which has been adopted in this case. It is hoped that it may be a beginning of successes in arresting piratical operations injurious to both countries.

I have the honor to be, with the highest consideration, sir, your obedient servant,

WILLIAM H. SEWARD.

J. HUME BURNLEY, Esq., &c., &c., &c.

Mr. Burnley to Mr. Seward.

WASHINGTON, January 24, 1865.

SIR: With reference to my note of the 28th December last, informing you that the *Mary* had been seized in the port of Nassau, by orders of the lieutenant governor, for an infringement of the British foreign enlistment act, I have now the honor to inclose copy of a dispatch which I have received from Mr. Rawson, acquainting me with the action taken with regard to the solicitor general of this colony, who it appears had been retained and was acting for the defendants in the matter.

The course pursued by the lieutenant governor seems to me to have been an eminently wise and sensible one, as showing a proper appreciation as to how English law should be administered, coupled with a friendliness of expression towards the government of this country which it gives me much pleasure to communicate to you.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

J. HUME BURNLEY.

HON. WILLIAM H. SEWARD, &c., &c., &c.

Governor Rawson to Mr. Burnley.

[Extract.]

GOVERNMENT HOUSE,

Nassau, January 14, 1865.

SIR: I deem it advisable that you should be made acquainted with the fact that, in consequence of my having become aware that Mr. Solicitor General Burnside had been retained and was acting for the defendants in the matter of the steamer *Mary*, seized by my orders in this port, of which you have already received notice, I immediately required that gentleman to resign his brief or his office.

2. Mr. Burnside pleaded his right to act against the Crown, under a general license which he possesses in all cases in which the attorney general does not require his services. But I informed him that this was not a case contemplated in his general license; that although his services were not required to assist in the prosecution, it was not fitting that he should appear against the Crown, and that the United States government, which is interested in the due enforcement of the foreign enlistment act in this case, would learn with surprise, and might complain with reason, that while one law officer was enforcing the provisions of the act another was engaged in opposition to him, and it would be difficult to convince them that this was not with the consent or approval of this government.

3. Mr. Burnside, in consequence, elected to resign his office. • •

Mr. Seward to Mr. Burnley.

DEPARTMENT OF STATE,

Washington, January 31, 1865.

SIR: I have the honor to acknowledge the receipt of your communication of the 24th instant in regard to the proceedings of the lieutenant

governor of Bermuda in requiring the resignation of the solicitor general of that colony, or that he should not act as the counsel of the defendants in the case of the Mary, seized for an alleged violation of the British foreign enlistment act.

The spirit of comity manifested by his excellency, and the friendly manner in which you have informed me of his conduct, have afforded me much gratification.

I beg you to convey to him an expression of the high appreciation entertained by this government of his just regard for its rights and for its good will in the instance adverted to.

I have the honor to be, with the highest consideration, sir, your obedient servant,

WILLIAM H. SEWARD.

J. HUME BUENLEY, Esq., &c., &c., &c.

Mr. Seward to Mr. Adams.

No. 1272.]

DEPARTMENT OF STATE,
Washington, February 18, 1865.

SIR: By a dispatch of the 21st ultimo, from Thomas Kirkpatrick, esquire our consul at Nassau, informs me that he was asked by a government officer there on that day what was to prevent the Mary, late the Alexandra, if condemned and sold, being bought by the parties now interested in her, and then started on her errand of destruction, remarking, at the same time, that they would of course take her away from Nassau as a pretended merchantman.

You will be pleased to address to her Majesty's government a remonstrance against allowing the vessel above referred to to leave port, although condemned and sold.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Mr. Seward.

No. 897.]

LEGATION OF THE UNITED STATES,
London, March 16, 1865.

SIR: Under your instructions, contained in No. 1272, of the 18th February, I addressed to Lord Russell a note on the 7th instant. A copy of it, as well as of his lordship's acknowledgment, of the 9th, is herewith transmitted.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, March 7, 1865.

MY LORD: By a report made by the consul at Nassau it would appear that he was informed by a government officer at that place of the

possibility that the vessel formerly well known as the *Alexandra*, and now as the *Mary*, even if condemned and sold at that port, under judicial process, for a violation of neutrality, might be bought in by the same parties first interested in her, and started again, in the guise of a merchantman, on her original errand to carry on war against the United States.

I am instructed by my government to make to your lordship a representation touching this matter, and to remonstrate against giving permission to this vessel to depart from Nassau without abundant security that she is not to be used for the hostile purpose indicated. So much of deception and fraud has marked the previous transactions of the insurgent agents engaged in these outfits from British ports that no suspicion of any of their future operations appears to be unreasonable.

I pray your lordship to accept the assurances of the highest consideration with which I have the honor to be, my lord, your lordship's most obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *March 9, 1865.*

SIR: I have the honor to acknowledge the receipt of your letter of the 7th instant, in which you represent that your government is informed that the steamer *Mary*, late *Alexandra*, even if condemned at Nassau and sold under judicial process for a violation of neutrality, may be bought in by the same parties first interested in her, and started again in the guise of a merchantman on her original errand to carry on war against the United States; and you state that you are instructed to remonstrate against giving permission to that vessel to depart from Nassau without abundant security that she is not to be used for the hostile purpose indicated.

I have the honor to inform you, in reply, that I have lost no time in transmitting a copy of your representation to the proper department of her Majesty's government.

I have the honor to be, sir, your most obedient, humble servant,
RUSSELL

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

CASE OF LAIRDS' IRON-CLADS.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 93.]

UNITED STATES CONSULATE,
Liverpool, July 18, 1862.

SIR: * * * * * * *

The Lairds have commenced the construction of two steam vessels at their yard at Birkenhead. I am told they are to be iron or iron-clad, and are in the nature of rams. From the source that the information

comes I have no doubt about its correctness. I have not got any of the particulars further than that they are to be completed with the greatest dispatch.

With high regard, I am, sir, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 119.]

UNITED STATES CONSULATE,
Liverpool, August 30, 1862.

SIR: I have had the ship-yard of the Messrs. Lairds, at Birkenhead, examined. The keel of one of the gunboats for the confederates has been laid in the same stocks from which the 290 was launched. It is two hundred and fifty feet long. She is to be built as soon as possible, with the utmost dispatch, to be iron-clad, and in all particulars to be finished in the most substantial manner, without regard to expense. A large number of workmen are now employed on her.

The keel for the other has not yet been laid, but the place in the yard has been selected, and the ground and stocks are being prepared preparatory to laying it.

With high regard, I am, sir, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 123.]

UNITED STATES CONSULATE,
Liverpool, September 13, 1862.

SIR: The plates for the gunboats being built for the rebel government by the Messrs. Lairds are being manufactured at the Mersey Steel and Iron Company Works, in Liverpool. I am told that Mr. Horsfall, one of the members of Parliament from this place, is interested in this company.

The order given is for fifteen hundred tons of plates of this thickness, a part of which are to be used on the two vessels building at Lairds, the others to be shipped. They are to be made as quick as possible.

I have the honor to be, sir, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 132.]

UNITED STATES CONSULATE,
Liverpool, September 19, 1862.

SIR:

Inclosed find extract from the Liverpool paper yesterday. * * *
It is true that the ram referred to here, and which is being built by the Lairds, is being pushed forward with all possible dispatch. The men are at work night and day upon her. All the machinery, guns, &c., are being made. By the time she is launched, they will be ready to be placed in her.

I have the honor to be, sir, very respectfully, your obedient servant,
THOMAS H. DUDLEY,

Hon. WILLIAM H. SEWARD,
Secretary of State.

[From the Liverpool Telegraph, September 18th, 1862.]

**A RAM FOR THE CONFEDERATE GOVERNMENT BUILDING ON THE
MERSEY—SHIPMENT OF IRON-PLATES FOR THE SOUTH.**

It would seem, judging from the contracts now in the hands of the ship-builders and iron-plate manufacturers of this country, that the confederate government is exhibiting as much energy and resolution in the creation of an iron-clad fleet as it has manifested in the series of battles which have thrown the army of the Potomac, defeated and broken, behind the shelter of the defenses of Washington. Besides the commissions committed to other ship-builders by the southern confederacy, and which are being pushed forward with all possible dispatch, a large iron-plated ram is now being constructed on the Mersey without any attempt at concealment. We withhold the name of the builder for prudential reasons, but the fact is without question; and the ram, from the high character of her builder, will be a most formidable opponent when equipped for sea, and, should the blockade of the southern coast not terminate previous to her arrival at Charleston, she will attempt to pass the federal cruisers with every chance of impunity. In addition to this ram, and other contracts held by our ship-builders, which, by the way, are highly flattering to their reputation, and which hitherto have been financially discharged in every instance, when completed, with scrupulous punctuality, a vessel now in the Brunswick dock, whose name we do not wish to give for obvious reasons, has a cargo, consisting principally of iron plates, on board, ready to fasten on the sides of southern vessels waiting their arrival out at Charleston. The owners of this vessel are imbued with southern sentiments, but whether or not, we are too neutral in the gigantic conflict raging across the Atlantic to allude too pointedly to this transaction.

It seems very clear, from the present vigorous conduct of the southern confederacy, that the South, at no distant period, will possess an iron-clad fleet capable of coping successfully with that of the North, as its armies have triumphantly met those of the federal government, if but the same dashing spirits that lead the armies of the South can be found

to command it. Of one thing, however, we think we can speak with certainty, and that is, that in the vessels built on the Mersey the South will have an advantage over the federals in strength of build, equipment, and invulnerability. For the rest, their own courage will do, and we may yet hear of the gallant performance of more than one No. 290 before the announcement of peace gladdens the heart of all Europe. At all events, a few such rams as the one now building on the Mersey would make the raising of the southern blockade an easy task.

Mr. Dudley to Mr. Seward.

[Extract.]

No 138.]

UNITED STATES CONSULATE,
Liverpool, October 4, 1862.

SIR: * * * * *

The Lairds are pushing the completion of the two iron-clads by them building for the rebels with the greatest dispatch possible. They have as many men engaged upon them as can work with advantage, and two full gangs for each vessel, one for the day, the other for the night. There is no cessation of the work neither night nor day. The ribs of one are all up, and they have commenced to put on the plates. The engines for both vessels are being made by Fawcett, Preston & Co., and will be ready to be put in by the time they are launched. All the work and fixtures for the interior are being made and got out ready to be placed in them. The other vessel is not in quite so forward a state, but the ribs are very nearly up, and she is being pushed as fast as possible. They expect to have the first one completed by the middle of December next. They are using great precaution to keep us ignorant of their doings. No stranger is admitted into their yard.

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Dudley to Mr. Seward.

[Extract.]

No 141.]

UNITED STATES CONSULATE,
Liverpool, October 14, 1862.

SIR: * * * * *

Inclosed, marked No. 1, find slip cut from Journal of Commerce of yesterday relative to the vessels building at Birkenhead for the Chinese government, i. e., the southern confederacy. These are no doubt the ones built by the Lairds. I had the yards of Jones, Quiggon & Co., and Wm. C. Miller & Son, examined again yesterday. The iron-plated steamer which the first-named house is building for the rebels is being pushed very fast. My informant describes her as about two hundred feet long, very sharp fore and aft, and as nearly flat-bottomed. Her draught of water will be light; her hold will not be, he thinks, more than about fourteen feet deep. She is to have paddle-wheels. He thinks she will be ready to launch in about five weeks.

Our examination yesterday brought to light another gunboat for the rebels being built in Wm. C. Miller & Sons' yard, the same persons who built the Oreto. She is to be wood, about two hundred and forty feet long, light draught, and to set low in the water, and constructed to run very fast. The contract is to finish her by the first of January next. Captain Duguid, the same who took out the Oreto, is superintending the building of this last vessel, and they say he is to take her out, when completed, in the same manner as he did the Oreto. This makes four vessels building for the rebel navy at this port, and, with the one at Glasgow, certainly warranted Mr. Gladstone in saying what he did at the Newcastle dinner, "That the South were constructing a navy." If he had said England was constructing one for the South, it would have been nearer the truth.

I am, sir, very respectfully, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Seward to Mr. Adams.

No. 386.]

DEPARTMENT OF STATE,
Washington, November 3, 1862.

SIR: Mr. Dudley, our consul at Liverpool, informs us that two war vessels which are on the ways at Birkenhead are announced by the press as being built ostensibly for the Chinese government, but really to depredate on American commerce, as the 290 is doing. The President hopes that you will make such representations concerning them, and all similar enterprises, to her Majesty's government as may induce them to consider whether it can be claimed that a nation is really neutral when vessels of war, without restraint and with impunity, are built, armed, manned, equipped, and sent out from its ports to make war on a peaceful and friendly nation.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 52.]

UNITED STATES CONSULATE,
Liverpool, March 25, 1863.

SIR:

The two iron-clad rams building by the Messrs. Lairds for the confederates are each to have two revolving towers or turrets similar to the monitors. When these two vessels are finished they will be truly formidable vessels. The department must understand that no pains or expense is being spared to make them the most powerful and destructive vessels afloat. Nothing is being omitted that science or skill can suggest. The contractors have one of the largest yards in the kingdom, and every facility and means for building vessels like these. You must not deceive yourselves. When finished, they will have more power and

speed, probably, than any iron-clads that have as yet been built, and so protected with steel and armor plates as to be almost invulnerable. I have not learned the armament, but no doubt it will be heavy, and the very best that can be obtained. From their looks I do not think either will be ready for sea much before the 1st of June. The one building at Glasgow by George and James Thomson, of between three and four thousand tons burden, is said to be a still more formidable vessel.

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Dudley to Mr. Seward

[Extract.]

No. 59.]

UNITED STATES CONSULATE,
Liverpool, April 8, 1863.

SIR: *

I inclose marked No. 2 a copy of an affidavit* of Clarence R. Yonge, the purser or paymaster on the steamer Alabama. This is not the same he made in London, but a second affidavit taken here before the collector, to be used in the case of the rams building by the Lairds. I regard this affidavit as of great importance. It is not to be used until we are prepared to proceed against these vessels. I shall wait until they are launched.

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 71.]

UNITED STATES CONSULATE,
Liverpool, May 2, 1863.

SIR: *

A gentleman who was at one time in the United States Navy, and since in the merchant service, is here in my employ. He has access to the Lairds' yard, and has been over and examined the two rams. He confirms my previous information. He says they will have great speed; thinks from thirteen to fifteen knots per hour. They will each have two turrets or cupolas, and in his opinion, both for speed and invulnerability, surpass anything afloat. The turrets revolve on the lower or second deck. They are pushing these vessels very fast. From another source I learn they will launch and take them to some other country or place to finish them. I do not rely much upon the person from whom I obtain this last intelligence, but it does not look improbable. *

I am, sir, very respectfully, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

* For this affidavit see dispatch from Mr. Adams to Mr. Seward, No. 453, July 16, 1863, *post*.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 87.]

UNITED STATES CONSULATE,
Liverpool, June 2, 1863.

SIR: George Waterbury, of Liverpool, a respectable merchant, tells me that, the day after the debate in Parliament on the Alabama, he was in the Exchange and saw Captain Peter Vesper, of Thomaston, in the State of Maine, and Mr. Clover, of the firm of Clover & Rayal, of Liverpool, in conversation with a gentleman. The gentleman left, and Vesper and Clover turned to him, Waterbury, and asked if he knew the gentleman to whom they had been talking. He answered he did not. They stated it was Mr. Laird, at Birkenhead, and they had been talking about the debate upon the Alabama, and that they had asked him about the rams he was building for the confederates; and that Laird replied that "they might make as much noise about them as they liked, but that it would not prevent them from getting them off; that they had things so arranged that they could get them away," or words to that effect.

They are laying the ways for launching one of these vessels. The plating is all on except at the ends, the rudder shipped, and two gangs of men, one working at day, the other in the night, to finish them. I am told the engines and turrets are all ready to be put in. It is evident the contest with them is soon to begin.

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 88.]

UNITED STATES CONSULATE,
Liverpool, June 3, 1863.

SIR:

In dispatch 86 I referred to the steamer Sumter, and to machinery she was taking on, and expressed an opinion that it was intended for the rams now building at Lairds'. A large quantity has since been placed on board, with the two large guns, weighing some twenty-two tons. I have had six different men to examine it, and they all differ about it. The only thing they agree upon is that it is for war purposes. It is probable that they saw different portions. The machinery was made at the Mersey Steel and Forge Works in this town, the guns at what are known as the Vauxhall Works, also situated here. An intelligent workman in the Mersey Works informs one of my men that a part of this that we took for machinery is iron-work intended for a large iron ram, the frame and plates for which they are making and sending off as fast as possible in detached parts. The ram, he states, is at the yard and just finished, weighing twenty-six tons. He says it is for the confederates. All the other work at the yard is suspended until this is completed. It is quite likely that a part of this is the frame-work, &c., for a vessel building or to be built at some other place, but I think

it also true that another part is for Lairds' rams, the machinery for working the guns inside the turrets, and that these monster guns are to be mounted in these turrets. Of course this is all conjecture on my part, but I think there is much to justify one in coming to this conclusion. I inclose you, marked Nos. 3 and 4, the substance of two additional affidavits* about this vessel, the originals of which I sent to Mr. Adams. My information is, that she will go from here to Nassau. The men engaged on board say this, that they have or are to ship for three years, and that she is to turn privateer after she reaches Nassau and discharges what she has on board. I give you this for what it is worth.

I am, sir, very respectfully, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 95.]

UNITED STATES CONSULATE,
Liverpool, June 17, 1863.

SIR: I now beg to inclose you a report made to me by ———, who was at one time in the naval service of our government, upon the iron-clad rams building at Lairds'. It is the same referred to in my dispatch of yesterday, No. 94. You will perceive it differs in some particulars from the others we have had. It is not so full as I expected it would be. It is marked No. 1.

* * * * *

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

DESCRIPTION OF LAIRDS' IRON-CLAD RAMS BUILDING AT BIRKENHEAD,
SUPPOSED TO BE FOR THE CONFEDERATE STATE GOVERNMENT.

LIVERPOOL, *June 10, 1863.*

These ships are being built under cover, at the south end of the shipyard and iron works of the Messrs. Lairds.

They are vessels for war purposes, of iron, with double bottoms below water; each ship to be fitted with two turrets, poop cabin, and top-gallant forecastle. The sides will be covered with a teak-wood backing, on which armor plates are to be fixed, covering the entire surface exposed to shot.

When afloat they will appear very long and low, the bow quite perpendicular, and the stern, which is an elongated ellipse in shape, projects several feet over the rudder, as though to inflict blows on an adversary, and at the same time to protect the screw and steering apparatus from any injury by collision.

* * * * *

* For affidavits of Moses Lansing and John Markham, see inclosure to dispatch from Mr. Adams to Mr. Seward, No. 425, June 5, 1863, printed under "Rebel Cruisers," subdivision "Sumter," *post*.

The plates which form the hull are secured with inch rivets to the other faces of the angle-iron frames, making a double bottom to within four feet of the water line. These plates vary in thickness from seven-eighths of an inch amidships to an inch and a quarter near the bows, where greater amount of solidity is required to sustain the concussion of ramming at a high rate of speed. They are in length some fifteen feet, and two feet wide. They are secured with straps of iron at the end joints, riveted on from inside.

The teak backing begins where the outer skin of the hull ends, viz, four feet under water, and is composed of square logs a foot thick. Heavy fastenings go through them, the bolts driven from the outside and secured within. On one ship they are placing the armor plates, and they will be launched complete, except the engines.

This circumstance will keep them for some time longer on the stocks than had been heretofore supposed. The impression was that the launch would take place before the armor was fixed.

The turrets are formed of upright angle irons, riveted at the foot to a circle of wrought iron, with reverse angle irons, to which inside plates are fastened, also thin plates on the outside. They will not be placed in the ships till after the launch, when they will be covered with solid iron plates, or soft steel.

In conclusion I would state that, in order to give an accurate, detailed, and technical description of the above-named vessels, it would be necessary to have the confidence and plans of the builders, and to go over the ships with their explanatory remarks in assistance. So far from being possessed of these advantages I have only succeeded in seeing them at rare intervals, and then I was compelled not to manifest too lively an interest in regard to them, as the builders are suspicious of all visitors, and will not allow any information to be given by their employés, nor will they themselves give any. What little I have been able to give an authentic account of I have learned by the aid of my own eyes only. To the best of my belief they will not be ready to leave this port before the expiration of three months from date.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 103.]

UNITED STATES CONSULATE,
Liverpool, July 3, 1863.

SIR:

It is reported, through the town to-day that one of the vessels at Lairds' is to be launched to-morrow. I think the report is correct. It would therefore be well for the department to consider at once what is best to be done in the event of the government here refusing to stop these vessels, a contingency quite probable. Our evidence, or that which we now have, is not very strong. It does not bring the building directly home to the southern confederacy. It is not direct or positive, and even if it was, the authorities might shield themselves under the ruling of Chief Baron Pollock in the Alexandra case, and refuse to stop them. The department must not lose sight of the fact that one of the Lairds is a member of Parliament, and the government here will be more averse

to doing anything against him than they would against a private individual who had no influence or voice in the House of Commons. I am doing all I can to strengthen and obtain additional evidence against these vessels, but find it now much more difficult than it was before the trial of the case against the *Alexandra*. The cry they have got up against me, and the spy system which they say I have inaugurated, has driven almost all my men away.

The men who gave evidence in that case, or most of them, have been losers by it; some have been turned out of employment, and others lost jobs. (Neil Black, a ship-carpenter, has been informed by three firms for whom he worked that they should remove their business from him because he testified in that case.) The feeling is deep and strong against us, and the whole town seems to take sides with those who are building these vessels. The effect has been to intimidate those who are well disposed, and caused many who were in my employ to refuse longer to serve me. It is not at all certain that any jury in this country would condemn a vessel, let the evidence be ever so conclusive. I have strong doubts in my mind whether the jury in the *Alexandra* case would have found a verdict against the vessel even if the judge had charged them to do so. In view of the strong probability that this government will not interfere, either from information or the lack of positive proof, would it not be well to have a number of war vessels here at different ports in England, to seize the iron-clads as soon as they sail? I am told the turrets are ready to be placed in the vessels as soon as they are launched. No doubt masts, machinery, and everything else are ready, and will be put in, and the vessels dispatched immediately. No time must be lost. Whatever is done must be done at once.

If these vessels get out, they will do us much mischief. There are not many fortifications or vessels able to resist them. I doubt if we have anything in the navy, either for speed or invulnerability, that will equal these monsters. Their armament will be heavy and of the most improved modern invention. No pains or expense has been spared in their construction; everything has been done that science or experience could suggest to make them perfect and invulnerable. You must not be deceived; I assure you they are all I have represented. Not a moment should be lost in preparing to meet them.

I hope to stop them here; shall do all that can be done, but my efforts may fail, quite likely will fail. It therefore becomes necessary to prepare to meet them, either on the ocean or in our own seaboard ports. My object in writing is to call your attention to the impending danger.

I am, sir, very respectfully, your obedient servant,

THOMAS H. DUDLEY.

Hon WILLIAM H. SEWARD,
Secretary of State.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 104.]

UNITED STATES CONSULATE,
Liverpool, July 4, 1863.

SIR: The ram at Lairds' was launched to-day about one o'clock. She has been taken into one of their private docks to receive her masts and

engines. I shall procure evidence and make out the best case I can against her. No doubt she will be got ready as soon as possible. I am not sanguine about stopping her.

I am, sir, very respectfully, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

N. B.—One of the Lairds stated yesterday that these rams were originally intended for the Emperor of China, but that they had sold them to the French government. At the time of the launch the English flag was at the stern and the French flag on a pole amidships. From this they no doubt intend to set up the pretense that she is for the French.

Mr. Adams to Mr. Seward.

[Extract.]

No. 449.]

LEGATION OF THE UNITED STATES,
London, July 10, 1863.

SIR: *

But I regret to say that the gravest case of all is now requiring your attention. One of the iron-clad war vessels which have been for so long a time in process of construction at Messrs. Lairds' yard, in Liverpool, has at last been launched, and is to be seen at that place. I shall not enlarge upon her character, as you will doubtless receive full details from another source. Of one thing there can be no doubt, she is a very formidable war ship. Neither do I question the purpose for which she is designed. Mr. Dudley has already furnished me with some testimony, which I propose to lay before her Majesty's government as a basis for solemn remonstrance, so soon as the necessary copies shall have been made out. The better opinion is, that it will take several weeks to prepare her for departure. In the mean while it will be well for the government to make as much use of the warning as possible, in order not to be taken unawares. So far as the matter depends upon me I shall endeavor, as fully as I can, to carry out the spirit of my instructions.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Dudley to Mr. Seward.

No. 107.]

UNITED STATES CONSULATE,
Liverpool, July 10, 1863.

SIR: I have the honor to inclose you a copy of an application which I made to the collector of customs in Liverpool on the 7th instant, to stop the iron-clad ram building for the insurgents by the Messrs. Laird, at Birkenhead, and launched from their yard on Saturday last; also copies of the affidavits* of Captain William H. Russell, J. Ellis, C. R. Yonge,

* For these inclosures, see dispatch from Mr. Adams to Mr. Seward, No. 453, July 16, 1863.

G. T. Chapman, and my own, upon which said application was based. The application was made under the foreign enlistment act. Mr. Squarey, my attorney, attended me before the collector and conducted the proceedings. No answer, as yet, has been received to the application. I took copies of all these papers to London and delivered them to Mr. Adams on Wednesday last, who has laid them before Earl Russell.

I hope the government will take steps to prevent this vessel from sailing. You will observe that Captain Russell and Mr. Ellis swear the vessel "is armed with a ram on the stem to destroy vessels." This meets Baron Pollock's view of the law as laid down in the *Alexandra* case. He held to constitute an offense under the act, that the vessel must be armed in British waters.

I am, sir, very respectfully, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Mr. Seward.

[Extracts.]

No. 453.]

LEGATION OF THE UNITED STATES,
London, July 16, 1863.

SIR: I now have the honor to transmit a copy of my note to Lord Russell of the 11th instant, making a representation on the subject of the iron-clad vessel launched from Mr. Laird's yard at Liverpool. It has been acknowledged by his lordship in a note, a copy of which is also appended.

I have received from Mr. Dudley two additional depositions, which I purpose to transmit to his lordship this day.

* * * * *

It is stated in the newspapers that the lords of the admiralty have issued a notice to the naval reserve that any member taking service with a belligerent will forfeit all his privileges. Shipping masters are requested to report all cases, so that they may be dealt with.

On the whole, I think there is an increasing conviction of the necessity to enforce the obligations of neutrality, notwithstanding the strong leanings of the higher classes.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, July 11, 1863.

MY LORD: It is with unaffected regret that I perform the duty incumbent on me, as the representative of the government of the United States, of laying before you copies of a letter from the consul of the United States at Liverpool, and of four depositions, all intended to show a deter-

mined perseverance in the same acts of hostility at the port of Liverpool which have formed the subject of my remonstrances almost from the day I had the honor first to occupy this post.

In many preceding communications I have endeavored to set forth the facts which appear to me to prove, beyond the possibility of a doubt, the establishment on the part of the insurgents in the United States of a systematic plan of warfare upon the people of the United States, carried on from the port of Liverpool, as well as in less degree from other ports in this kingdom. In this policy the persons who have been sent out and have acted as agents have received the aid and effective co-operation of numbers of her Majesty's subjects. The results of this conduct have been felt in the dispatch of numbers of steam vessels, laden with arms and munitions of war of every description, together with other supplies, well adapted to procrastinate the struggle, with a purpose of breaking a blockade legitimately established and fully recognized by her Majesty in the proclamation issued by her forbidding all such acts.

It is needless to point out to your lordship how exclusively this business has been carried on by British subjects in British vessels, and how much the burden of war has been increased by the necessity of maintaining a corresponding naval force on the ocean in order to suppress it. Nor yet will I enlarge upon the use to which the British islands of Bermuda and New Providence have been put by British subjects, as convenient points for the storing of all these supplies, to the end that they may be more easily dispatched to their illegal destination.

But, not satisfied with the aid thus obtained, the next step of the agents alluded to has been to enlist the aid and co-operation of British subjects in constructing for their use steam vessels expressly adapted to the object of carrying on war against the commerce of the people of the United States. The extent to which this has been actually procured has been made visible to your lordship in the various remonstrances heretofore presented by myself to your attention, unhappily too little heeded to secure prevention, and still more by the fact that for all the vessels now on the ocean engaged in the work of depredation on the commerce of the United States, British subjects must be held responsible in regard to their construction, equipment, manning, and outfit.

Furthermore, it appears that the aforesaid agents, under express instructions from the so-called authorities of the insurgents, who soon fell short in the pecuniary means to conduct these extensive warlike operations, have solicited the assistance of her Majesty's subjects in this kingdom in advancing to them the funds to be appropriated to these objects. The purpose of this application, to carry on the war with the people of the United States with the means thus raised, was distinctly declared. To that end a loan of three millions of pounds sterling was proposed. That negotiation was entered into, and the means have actually been obtained in a great measure from the contributions of her Majesty's subjects.

Thus it is manifest that all of those things denominated the sinews of war, to wit: men and money, ships, arms, gunpowder, and supplies, have been continually furnished by her Majesty's subjects almost from the beginning of the contest. A war has thus been practically conducted by a portion of her people against a government with which her Majesty is under the most solemn of all national engagements to preserve a lasting and durable peace.

The government of the United States has in the mean time tried not to be wanting in performing the obligations incumbent upon it as a friend of Great Britain. In every particular in which it has been called upon

in a suitable manner it has labored promptly to meet and satisfy every just cause of complaint. So far as possible, consistently with the difficulties in which it has been placed, it has assiduously striven to cultivate the most kindly relations. It has been, therefore, with the greatest regret that it has been compelled to feel itself the innocent object of a degree of active malevolence from a portion of her Majesty's subjects which has largely contributed to aggravate the severity of its trials. The fact that the aid extended to this rebellion has had its source almost exclusively from her Majesty's subjects is made too notorious by the events of the struggle to need to be further enlarged upon. In making this representation I do not intend to be understood as implying the smallest disposition on the part of her Majesty's government in any way to sanction or even to tolerate the proceedings complained of. On the contrary, I cheerfully record my conviction that they condemn them as practical infringements of international obligations, which it is their desire to prevent with all the means under their control. Fruitless as have been the greater part of the remonstrances which I have had the honor to make, I am well aware that the causes assigned for it do not relate to the want of will so much as to the absence of power in the existing laws to reach a remedy. But admitting this to be the case, if an injury be inflicted upon an innocent friendly nation, it surely cannot be a satisfactory reply to its complaints to say that the government, having the will, is not also clothed with the necessary powers to make reparation for the past and effective prevention for the future.

Having thus acquitted myself of the painful duty of recapitulating the points I am instructed by my government to present, I now have the honor to solicit your attention to the evidence of the last and gravest act of intentional hostility yet committed. It is the construction and equipment of a steam vessel of war, of the most formidable kind now known, in the port of Liverpool. All the appliances of British skill to the arts of destruction appear to have been resorted to for the purpose of doing injury to the people of the United States. The very construction of such a vessel, in a country itself in a state of profound peace, without any explanation of the object to which it is to be applied, is calculated to excite uneasiness on the part of those involved in a contest where only it could be expected to be made of use. But when it further appears that it is constructed by parties who have been already proved to have furnished one vessel of war to the insurgents in America, and who are now shown to be acting in co-operation with their well-known agents on the spot in the preparation of that now in question, it is not unnatural that such proceedings should be regarded by the government and people of the United States with the greatest alarm, as virtually tantamount to a participation in the war by the people of Great Britain to a degree which, if not seasonably prevented, cannot fail to endanger the peace and welfare of both countries. I trust I need not assure your lordship how deeply concerned is the government which I have the honor to represent in the view of any such possibility, and how earnestly it hopes that her Majesty's government, having the will, may find itself likewise vested with the needful power to guard against any such occurrence.

I pray your lordship to accept the assurances of the highest consideration with which I have the honor to be your lordship's obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Mr. Dudley to Mr. Adams.

UNITED STATES CONSULATE,
Liverpool, July 8, 1863.

SIR: I have the honor to inclose you a copy of an application, by me made yesterday, to the collector of customs at Liverpool, to stop the iron-clad ram building for the insurgents in the United States by the Messrs. Laird, at Birkenhead, and launched from their yard on Saturday last; also copies of William H. Russell's, Joseph Ellis's, Clarence R. Yonge's, G. T. Chapman's, and my own affidavits, upon which the application was based. The affidavits were made before, and the originals left with, the said collector.

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

Hon. CHARLES FRANCIS ADAMS,
United States Minister, &c., &c.

Mr. Dudley to Mr. Edwards.

I, the undersigned, Thomas Haines Dudley, consul for the United States of America for the port of Liverpool and its dependencies, do hereby apply to you, on behalf of the government of the United States of America, to seize and detain an iron-clad steam vessel of war, launched from the yard of Messrs. Laird & Co., at Birkenhead, on the 4th day of July instant, and now lying at Birkenhead aforesaid, with her tackle, apparel, and furniture, with all the materials, arms, ammunition, and stores which may belong to or be on board of the said vessel, pursuant to the power given to you in that behalf by the 7th section of the act of Parliament, (59 George III, c. 69,) on the ground that said vessel is being equipped, furnished, fitted out, and armed, in order that such vessel shall be employed in the service of the persons assuming to exercise the power of government, and called the Confederate States of America, and with the intent to cruise and commit hostilities against the government and citizens of the United States of America, with which government her Majesty the Queen is not now at war.

Dated July 7, 1863.

T. H. DUDLEY.

SAMUEL PRICE EDWARDS,
Collector of Customs, Liverpool.

Depositions of W. H. Russell and Joseph Ellis.

We, William Hayden Russell, of Brooklyn, in the State of New York, in the United States of America, master mariner, now at Liverpool, in the county of Lancaster, in England, and Joseph Ellis, of No. 161 Athol street, in Liverpool, aforesaid, master shipwright, make oath and say as follows:

1. I, the said William Hayden Russell, for myself say, I have been in command of American merchant vessels for the last thirty years, and for the last eighteen years I have commanded packet ships trading between New York and Liverpool; I have frequently been on board

British and American vessels of war of all classes, and I am well acquainted with their mode of construction.

2. I, the said Joseph Ellis, for myself say, I have been regularly brought up to the business of a shipwright, and I have assisted in the construction of iron-clad vessels of war.

3. And we, the said William Hayden Russell and Joseph Ellis, for ourselves say as follows:

On Saturday last, the 4th day of July instant, we were present in the ship-building yard of Messrs. Laird and Company, at Birkenhead, when an iron-clad steam vessel built by them was launched.

4. The vessel in question was one of the iron-clad steam vessels built alongside of each other, at the southern end of the yard, and which appeared to be in all material respects similar to each other.

5. Before the said vessel was launched we carefully examined her externally. We walked along the whole length of the vessel within seven or eight yards of her, and saw the whole structure of the vessel from the keel upwards.

6. The said vessel is, to the best of our judgment, about two hundred and thirty feet long, with from thirty-eight to forty feet beam. She is covered with iron plates from the point of a ram, or piercer, projecting from her stem to within about twenty feet from her stern. We saw an iron plate, which one of the foremen in the yard informed us was prepared for the other of the said iron-clad vessels, and similar to the plates upon the vessel which we saw launched. The thickness of such plate was about four and one-half inches. The said vessel had a space at the stern covered over with an iron-plated house of great strength, and there was a large space forward, apparently intended for a fore-castle, which was also covered with a similar iron house.

7. The ram or piercer which we have mentioned is a prolongation of the stem of the vessel, projecting about seven feet from a perpendicular line drawn from the upper part of the stem. It is of immense strength, and is so placed that when the vessel is in sea-going trim, with her engines and stores on board, the upper part of it would be, as far as we can judge, two or three feet below the surface of the water.

8. On the quay, near the said vessel, and also in Messrs. Laird & Company's yard, we saw two circular iron turrets in the course of construction, such as would be used for carrying turret guns on board such a vessel. The diameter of each of these turrets, as well as we could judge, was about 20 feet. The frames of these turrets were of iron, of great strength, placed about 15 inches apart from each other, and they were evidently prepared to receive planking and iron plating.

9. The said vessel was built in all respects as an iron-clad vessel of war, and is armed, as above mentioned, with a projecting ram or piercer for the purpose of destroying and sinking other vessels. We have no hesitation in saying that the said vessel is an iron-clad ram of the most formidable description, and cannot be intended for any purpose but that of war.

W. H. RUSSELL.
JOSEPH ELLIS.

The said William Hayden Russell and Joseph Ellis were severally sworn at Liverpool, in the county of Lancaster, the 7th day of July, 1863, before me.

S. PRICE EDWARDS,
Collector, Liverpool.

Deposition of Clarence R. Yonge.

Clarence Randolph Yonge, of the State of Georgia, in the United States of America, late paymaster on board the steamer Alabama, formerly called the 290, built by William and John Laird & Co., at Birkenhead, makes oath and says:

I know Captain James D. Bullock, of the State of Georgia, in the United States, now residing at Waterloo, near Liverpool, England. He is a commander in the navy of the so-called Confederate States of America; his business in England is superintending the building of iron-clads and other war vessels for the Confederate States. In the autumn of 1861 Captain Bullock came from England to Savannah, Georgia, in the English steamer Fingal. At that time I was in the naval paymaster's office in Savannah, Georgia, under the confederate government. Previous to Captain Bullock leaving England, as I afterwards learned, he had contracted for two steamers for the confederate government—one called the Oreto, now called the Florida, built by William C. Miller & Sons, of Liverpool; the other the 290, afterwards called the Eureka, and now called the Alabama, built by the Messrs. Laird, at Birkenhead. Captain Bullock was about to return to England to look after the completion of these steamers and to assume command of the Alabama, and wanted some one to accompany him. I was recommended by the paymaster at Savannah to Captain Bullock. I was then released by the paymaster from my engagement, and was subsequently appointed by Captain Bullock, under the written authority of S. R. Mallory, the secretary of the navy of the Confederate States, a paymaster in the confederate navy, and assigned to the steamer Alabama. We sailed for England in the steamer Annie Childs, commanded by Captain William Hammer, from Wilmington, North Carolina, about the 5th day of February, 1862. Captain James D. Bullock, Lieutenant John Low, Midshipmen Eugene Maffitt and E. M. Anderson, and myself, came over in the Childs. Low, Maffitt, and Anderson are now on the Alabama. We arrived at Liverpool about the 11th of March, 1862. I continued as paymaster in the confederate navy from the time of my appointment in Savannah, Georgia, up to the time of my leaving the steamer Alabama, at Port Royal, in January, 1863. I went out in the Alabama when she sailed from England, on the 29th of July, as paymaster, and acted as such, on said vessel, up to the time of my leaving her as aforesaid. Previous to our leaving Wilmington, in February, I acted as a clerk to Captain Bullock, and attended to his correspondence with the confederate government and others, and from this correspondence and other circumstances I know that he is a commander in the confederate navy; that he had contracted for building the two vessels now called the Florida and Alabama for the confederate government aforesaid, and was and is their acknowledged agent for building and fitting out naval or war vessels for the so-called confederate government, to cruise against and to make war upon the government and people of the United States. I wrote letters for Captain Bullock (which he signed) to Mr. Mallory, the secretary of the confederate navy, and saw letters from the secretary to Captain Bullock. There was much correspondence about building the two above named and other war vessels in England for the confederate government, and about the money to pay for the same, and those thereafter to be built in England. From this correspondence, and the transactions afterwards with the firm of Fraser, Trenholm & Co., of Liverpool, I learned that Lieutenant James H. North had been sent over to England, by the confederate government, to make contracts in England for building and fitting out iron-clad vessels for

said confederate government, for the purpose of committing acts of hostility against and making war upon the government and people of the United States.

Captain Bullock was directed by Mr. Mallory, the secretary of the confederate navy, in the correspondence to which I have referred, to aid Lieutenant North, and assist him in getting up and making contracts for building and fitting out these iron-clad vessels in England.

When we came over to England, it was understood by myself, and the other officers who accompanied us, that Captain Bullock was to have the command of the Alabama, which was then building by the Lairds at Birkenhead, and I was to go in her as paymaster. I came over for this express purpose. From the time of my coming to England, in March, 1862, until I sailed in the Alabama, on the 29th of July, 1862, my principal business was to pay the officers of the confederate navy who were over here in England, and attached to the Alabama, sent here to join and sail in her when finished. I used to pay them monthly, about the first of the month, at the office of Fraser, Trenholm & Co., in Liverpool. I drew the money for that purpose from this firm. Captain Bullock kept all his papers at Fraser, Trenholm & Co.'s, and transacted his business in one of the private offices of this firm. I was in the habit, during my stay in Liverpool, of visiting this office very frequently, almost every day, and saw, heard, and knew what was being done and going on. I also made visits to Lairds' yard, in Birkenhead, where the Alabama was building. I saw Captain Bullock there at times in the yard with the Lairds. I also saw the Lairds at Fraser, Trenholm & Co.'s office with Captain Bullock. On one of the occasions of my visit to Captain Bullock, at Fraser, Trenholm & Co.'s office, in Liverpool, I made for him a copy of the original contract between himself and the firm of William and John Laird & Co., at Birkenhead, for building the Alabama. This copy I had with me while I was serving as paymaster on that ship, and it was left on that vessel by me. I also frequently made copies of other papers, letters, &c., for Captain Bullock. Before we sailed in the Alabama I saw the plans, drawings, and specifications, made and furnished by the firm of William and John Laird & Co., for building the iron-clad rams for the so-called confederate government; I think it was in the month of June, 1862; it was in the office of Fraser, Trenholm & Co., in Liverpool. Captain Bullock had them. Mr. Freeman, the chief engineer of the Alabama, and several other officers were there with myself and Captain Bullock examining them. A set of plans and specifications for building these iron-clad rams had been previously sent over to Richmond for the approval of the confederate government. The Messrs. Laird had some doubts whether the British government would permit them to build and fit out the vessels with towers or turrets on them, and were going to ascertain, through the Mr. Laird who was a member of Parliament, whether they would be permitted to do so.

After we left Liverpool Mr. Lowe told me the keel of one of these iron-clad rams had been laid by the Lairds at their yard before we sailed, which was afterwards corroborated by Mr. Freeman, the chief engineer of the Alabama, who stated to me that he had been over to the yard and seen it.

Captain Bullock had made himself so useful and efficient in building war vessels in England that the confederate government was not willing for him to take command of the Alabama, but required him to remain and superintend the building and fitting out of the iron-clads to be built by the Lairds and others in England. I learned this from himself. He told me that he had been ordered by the navy department to remain to

look after and superintend the building of these very iron-clads. He is very anxious to have command of a vessel, and expected in the first place to have the Oreto, then to have the Alabama. He told me, just before I left, he would not let all of the iron-clads slip through his hands, as the Oreto and Alabama had.

On the 5th of April, 1863, I went to the ship-yard of Willam and John Laird & Co., at Birkenhead. In the southerly part of their yard, under the sheds, side by side, saw two iron-clad ram steamers which they are building there. I believe them to be the same that I saw on the plans and drawings made by the Messrs. Laird and in possession of Captain Bullock at the office of Fraser, Trenholm & Co., hereinbefore mentioned. I have not the least doubt about the matter.

CLARENCE R. YONGE.

Sworn before me, at the custom-house in Liverpool, this 6th day of April, 1863.

S. PRICE EDWARDS.

Deposition of George T. Chapman.

I, George Temple Chapman, of New York, in the United States of America, but now at Liverpool, in the county of Lancaster, gentleman, make oath and say as follows:

1. In the early part of the month of April last I had an occasion to call at Messrs. Fraser, Trenholm & Co.'s office, in Liverpool, to see Captain Bullock, whom I had known formerly in the United States. Captain Bullock was not in when I first called at the office, but I saw Mr. Pridleau, one of the partners in the firm of Fraser, Trenholm & Co., and had some conversation with him. In the course of such conversation Mr. Pridleau told me that his firm were the financial agents for the Confederate States of America, and that I might speak with him in perfect safety on anything connected with the South, as the whole of his establishment were in the confederate interest. I noticed that there was a confederate flag displayed in the office. On this occasion I handed to Mr. Pridleau some letters which had been given to me by the wife of Clarence Randolph Yonge, who, Mr. Pridleau told me, had been Captain Bullock's secretary, and afterwards purser of the Alabama.

2. On the day following, on which I had the conversation above mentioned with Mr. Pridleau, I called again at Messrs. Fraser, Trenholm & Co.'s office, and saw there Captain Bullock, who told me that he had seen the letters which I had left with Mr. Pridleau, but that they were of no importance, and that he never trusted Yonge with anything important. Captain Bullock told me that he came to Liverpool to build and procure ships and vessels of war for the confederate service. He referred to the Alabama and the Oreto or Florida, as two of the ships he had fitted out, and said that he was fitting out more, but that he managed so that he could defy any one to prove that he was fitting them out for the use of the confederate government.

3. While I was with Captain Bullock, Lieutenant John Randolph Hamilton, son of Governor Hamilton, of South Carolina, (formerly a lieutenant in the United States navy,) came in, and I recognized him. I first knew him at the Naval Academy at Annapolis, in the United States, where we were midshipmen together. I knew him afterwards as lieutenant in the United States service. He told me he had become a lieutenant in the confederate service, and that he came over to Liverpool, by direction of the Confederate States government, to assist Captain Bullock in the fitting out of vessels, and to advise Messrs. Fraser,

Trenholm & Co., and to give his advice generally, in the interests of the confederate government. The said John Randolph Hamilton told me that he and Bullock had a private office in Fraser, Trenholm & Co.'s house of business, and that the Alabama was built according to a model prepared by Captain Bullock, and that Lairds were not entitled to any credit for that ship. He spoke without hesitation about the Oreto, which they had sent out, and both he and Captain Bullock spoke of themselves as the employés of the confederate government, and that they were paid as such.

4. In the early part of the month of April last a Captain Morton, who is the overlooker of Messrs. Boulton, English & Brandon, of Liverpool, merchants, took me with him to Messrs. Laird & Co.'s shipbuilding yard, at Birkenhead, in order that I might see two iron rams or vessels of war, which he said were, without doubt, for the southerners. I saw the two vessels in question, which were being built alongside each other at the south end of the yard. The hulls were complete, and the sides were covered with slabs of teak wood about twelve inches thick. In the early part of this present month one of the vessels, the more northwardly of the two, had a great number of her iron armor plates fixed. The armor plates appeared to me to be about four inches thick. Each vessel was about two hundred and fifty feet long, as well as I could judge, and the deck of each vessel was prepared to receive two turrets. I saw the turrets being built in the yard near the rams above mentioned. Each ram had a stem made of wrought-iron, about eight inches thick, projecting about five feet under the water-line, and obviously intended for the purpose of penetrating and destroying other vessels. The rams in question were of immense strength, and could by no possibility be intended for anything but vessels of war. The only other vessels building in the yard at that time were an iron-plated vessel of war for the British government, to be called the "Agincourt," and two merchant vessels, one a steamer and the other a sailing ship.

5. I saw the above-mentioned John Randolph Hamilton some days after I had seen the rams above-mentioned; I met him at his request at the Angel Hotel, in Liverpool. On that occasion the said John Randolph Hamilton told me that the rams which were being built by Laird & Company were for the confederates.

GEORGE TEMPLE CHAPMAN.

Sworn before me, at the custom-house, Liverpool, this 29th day of June, 1863.

G. ST. GEORGE, *pro Collector.*

Deposition of T. H. Dudley.

I, Thomas Haines Dudley, esq., of No. 3 Wellesley Terrace, Prince's park, Liverpool, in the county of Lancaster, do solemnly, sincerely, and truly affirm and declare that the taking of any oath is, according to my religious belief, unlawful; and I do also solemnly, sincerely, and truly affirm and declare as follows:

1. I am the consul of the United States of America for the port of Liverpool and its dependencies.

2. I say there is now, and for some time past has been, a war carried on between the government and people of the United States of America and certain persons who have rebelled against such government, and pretended to set up and assume to exercise the powers of government, styling themselves the Confederate States.

3. I further say that, to the best of my knowledge, information, and belief, no leave or license has been had or obtained from or of her Majesty the Queen, under her sign manual, or any order in council, or any proclamation of her said Majesty, or otherwise, or at all authorizing any person within any part of the United Kingdom, to equip, furnish, fit out, or arm ships or vessels, with intent or in order that such ship or vessel shall be employed in the service of the so-called Confederate States to cruise or commit hostilities against the government and people of the said United States of America, and that her Majesty is not now at war with the said United States.

4. I say there have been built in this port for the government of the so-called Confederate States two vessels of war. One of them, named the *Oreto*, now called the *Florida*, was built by Messrs. W. C. Miller & Sons, of Liverpool, and another, the *Alabama*, by Messrs. Laird & Co.: and they have been employed by the said so-called Confederate States against the government and people of the United States of America in the war that is now going on; and armaments and war crews for both the said vessels went out in them, or were sent out from England to meet the ships abroad, and were then placed on board of them. On the 4th of the present month of July another vessel built by the said Messrs. Laird & Co., and intended for an iron-clad steam ram, and, as this deponent verily believes, built and intended for a vessel of war, was launched by them from their shipbuilding yard at Birkenhead, and such vessel is now at Birkenhead, in the United Kingdom of Great Britain and Ireland.

5. I say that I have read the affidavits of George Temple Chapman, sworn on the 29th day of June last, of Clarence Randolph Yonge, sworn on the 6th day of April last, and of William Hayden Russell and Joseph Ellis, sworn the 7th day of July instant, and I say that from the facts there spoken to, and from the facts and circumstances aforesaid, I verily believe and say that the said vessel above mentioned is being equipped, armed, and fitted out with intent and in order that the said vessel shall be employed in the service of the said persons setting up to exercise the power of government, and called the Confederate States of America, and with intent to cruise and commit hostilities against the government and citizens of the United States of America.

THOMAS H. DUDLEY.

Affirmed before me, at the custom-house, Liverpool, in the county of Lancaster, the 7th day of July, 1863.

S. PRICE EDWARDS, *Collector*.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, July 13, 1863.

SIR: I have the honor to acknowledge the receipt of your letter of the 11th instant, and I have to state to you that I have lost no time in communicating with the proper departments of her Majesty's government relative to the steam vessel of war which is stated to be in process of construction at Liverpool, in order that such steps may be taken in the matter as can be legally and properly adopted.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Dudley to Mr. Seward.

No. 111.]

UNITED STATES CONSULATE,
Liverpool, July 16, 1863.

SIR: Referring to dispatch 107, and the application made by me to the collector at Liverpool, to stop the iron-clad steam ram, building by the Messrs. Lairds, at Birkenhead, for the rebel government, which was launched from their yard on the 4th instant. I now inclose you copies of two additional affidavits,* one of John Brady, made on the 11th instant, the other of Austin J. Hand, made yesterday; also a copy of a letter* addressed by me yesterday to the collector, inclosing the last named affidavit. I forward copies of these affidavits to Minister Adams, to be laid before Earl Russell.

On the occasion of my visit at the custom-house yesterday, I had a conversation with S. Price Edwards, about these two rams. He was very guarded, and said he had no *official* information, but that he *knew* the government had been informed by the parties, that the vessels were not intended for the insurgents, but were building for one of the European governments. I asked him for which, he said either for Egypt or Turkey. Upon my calling this in question, and stating my firm belief that they were for the confederates, he informed me that he gave full credence to what the Lairds said about them. I replied that the Lairds informed General Burgoyne that the Alabama was for the Spanish government, when they, and everybody else knew, as they do now in the case of these two rams, that they are for the confederate government.

I may be mistaken, but I infer from this conversation that the Lairds have been to the government and made some explanations, and that nothing will be done to stop these vessels. I learned from one of the workmen that the masts are in, that they are putting up the rigging, covering the deck with iron plates, and placing in the machinery as fast as possible. He thought she would be ready for sea in three weeks. They have not got the turrets in as yet, but they are made and in the yard ready to be placed on board. They are placing the armor-plates on the other ram. He was of the opinion that she would be ready to launch in five or six weeks.

I am, sir, very respectfully, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,

*Secretary of State.**Mr. Dudley to Mr. Seward.*

[Extract.]

No. 113.]

UNITED STATES CONSULATE,
Liverpool, July 17, 1863.

SIR: * * * * *

If the rams building by the Lairds get out, they will give us much trouble. I regard them as the most formidable and dangerous vessels afloat. No time should be lost in making preparations to meet them. They will be fast-sailers, making thirteen knots per hour, armed

* For affidavits see dispatch from Mr. Adams to Mr. Seward, No. 459. July 24, 1863, *post*.

with the heaviest and most improved guns, and almost, if not quite, invulnerable. The collector told me, day before yesterday, that the contract price for building each of them was two hundred and twenty-five thousand pounds sterling. This he no doubt got from Lairds themselves, as he sees and talks with them; at least I infer so from the way he talks to me.

* * * * *

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

HON. WILLIAM H. SEWARD,
Secretary of State.

[From British Blue Book "North America," No. 5, 1864, p. 9.]

No. 4.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *July 17, 1863.*

SIR: I have the honor to acknowledge the receipt of your letter of the 16th instant, inclosing further depositions respecting the steam-vessel of war which is alleged to be fitting out against the United States at the port of Liverpool; and I have to state to you that I have lost no time in communicating on the subject with the proper department of her Majesty's government.

I am, &c.,

RUSSELL.

Mr. Adams to Mr. Seward.

No. 459.]

LEGATION OF THE UNITED STATES,
London, July 24, 1863.

SIR: I have the honor to transmit a copy of my note to Lord Russell of the 16th instant, together with two more depositions relating to the iron-clad vessel launched from the yard of Mr. Laird. I am given to understand that there is still much hesitation among the law officers as to the sufficiency of the evidence to establish intention in this case. I have not omitted to convey indirectly my conviction that any failure to act in season might be attended with the most serious consequences.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

HON. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, July 16, 1863.

MY LORD: I have the honor to submit to your consideration copies of two more affidavits, in addition to those already sent with my note of

the 11th instant, relating to the war vessel now believed to be fitting out against the United States at the port of Liverpool.

I pray your lordship to accept the assurances, &c., &c.

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Mr. Dudley to Mr. Edwards.

UNITED STATES CONSULATE,
Liverpool, July 15, 1863.

SIR: Referring to the application that I made to you on the 7th instant to stop the iron-clad ram building by the Messrs. Laird for the insurgents in the United States, and which was launched on the 4th instant, in addition to the affidavit I then submitted to you, and that of Joseph Brady, on the 11th instant, I now submit one other, that of Austin Joseph Hand, which shows this vessel, and the other ram not yet launched, are being built under the superintendence of Captain James D. Bullock, the well-known agent of the so-called southern confederacy in this country for building war vessels.

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

S. PRICE EDWARDS, Esq.,
Collector at Liverpool.

Affidavit.

I, John Brady, of No. 10 Livingstone street, Birkenhead, in the county of Chester, make oath and say: I have worked in the shipbuilding yard of Messrs. Laird & Co., at Birkenhead, for several years. I am now in their service as a boiler-maker. I remember the keels of two iron-plated vessels of war being laid alongside each other at the southern end of the yard about the end of last year. One of the said vessels was launched on the 4th day of July instant. I have seen Captain Bullock in the yard very frequently while the iron-clad vessels, above mentioned, have been building. He was very often with the foreman who attended to the building of the vessels in question, or with one of the Messrs. Laird. He paid particular attention to the vessels in question, and his business in the yard appeared to be to look after the building of the vessels above mentioned.

JOHN BRADY.

Sworn at Liverpool, in the county of Lancaster, this 11th day of July, 1863, before me.

S. PRICE EDWARDS.

Affidavit.

I, Austin Joseph Hand, of 35 Crosby street, Liverpool, in the county of Lancaster, make oath and say: I am a caulker, and work in the yard

of Messrs. Laird, at Birkenhead. I went to work in their yard just before the Alabama was launched, and have worked there ever since. I remember the time the keels of the two iron-plated steam rams were laid alongside of each other at the south end of their yard. They were laid after the Alabama was launched. They are both armed on the stem with a ram, and, no doubt, are intended for war purposes. One of them was launched on the 4th day of the present month of July. I saw the keels of these two vessels laid. I saw Captain Bullock at the Alabama before she was launched, and afterwards at these two iron-clad rams. I have seen him in the yard a number of times; sometimes with one of the Messrs. Laird, at other times with the foreman of the yard. He was there assisting and superintending the laying of the keels of these two iron-clad rams. On the occasions I have spoken of, when I have seen Captain Bullock in the yard since the launching of the Alabama, his business seemed to be in connection with these two iron-clad rams and the superintendence of their building.

AUSTIN J. HAND.

Sworn and subscribed to before me, the collector at Liverpool, this 15th day of July, 1863.

SAM. PRICE EDWARDS.

Mr. Seicard to Mr. Adams.

No. 667.]

DEPARTMENT OF STATE,
Washington, July 29, 1863.

SIR: Your dispatch of the 16th of July has been received and has been submitted to the President.

The remonstrance you have presented to Earl Russell in regard to the preparation of the new steam rams is approved. It is with pleasure that I find that you have thus anticipated, and have executed in so effective a manner, the chief part of the instructions contained in my dispatch addressed to you on the 11th instant, and numbered 651. Nor is it less gratifying that you have expressed yourself in the very spirit of that instruction.

No one can absolutely foresee the vicissitudes of any war, especially if it be a civil conflict. Yet statesmen and governments must deal with events as they occur, and allow them the significance they seem to wear. I think, therefore, you will do well to inform Earl Russell that, in the opinion of the President, the recent military and naval operations justify an augmented confidence that the insurrection, if it do not receive new and extensive foreign aid, must fail. Should it receive such aid, and thus renew its vigor, then the war, hitherto a civil war, will become a foreign and aggressive invasion. We are sure that her Majesty's government has no purpose or desire that the conflict shall take that form by means to be derived from Great Britain, because it would be unjust in itself, and perhaps not less injurious to that country than to the United States. Moreover, the law of nations is made up of the principles which are settled in the conflicts of states. What is done and tolerated in this conflict is likely to be accepted as a standard for determining what may be done and tolerated in civil wars in other countries. In connection with this subject, I send you a copy of an instruction of this date, which

has been sent to Mr. Dayton. You will make its contents known to Earl Russell.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

[For dispatch from Mr. Seward to Mr. Adams, No. 651, July 11, 1863, see subdivision "The Alexandra," *ante*.]

Mr. Seward to Mr. Dayton.

No. 380.]

DEPARTMENT OF STATE,
Washington, July 29, 1863.

SIR: Your dispatch of the 17th of July, No. 326, has been received.

The *Moniteur* of the 5th of July contained what is understood to be an authorized exposition of the views of the Emperor of the French in regard to the civil war now prevailing in the United States, which, for the sake of accuracy, I append.

In this exposition his Majesty is represented as saying that he has determined to give the British cabinet to understand that if Great Britain should think that a recognition of the insurgents would be likely to put an end to the war, he would be disposed to follow her in that course.

The President has read this announcement with surprise and regret. The Emperor has not been left by this government in doubt upon the point that a recognition of the insurgents would be regarded by it as an unfriendly proceeding. The President does not at all believe that his Majesty would adopt such a measure without first bestowing a careful consideration upon the circumstances in which it is to be executed. It is, therefore, made your duty to make known to the French government that in the President's opinion such an examination would result in the conviction that our civil war owes the length and severity it has already attained mainly to foreign influences and aid. It is the opinion of the United States that a recognition of the insurgents by any of the great powers would bring with it only new complications and aggravation.

You will read this dispatch to Mr. Drouyn de Lhuys, and give him a copy if it shall be desired.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

WILLIAM L. DAYTON, Esq., &c., &c., &c.

MR. ROEBUCK AND THE FRENCH EMPEROR.

The Paris *Moniteur* of the 5th instant contained the following in reference to Mr. Roebuck's late visit to the Emperor:

"Explanations have been rendered necessary by an occurrence which recently took place in the House of Commons. Messrs. Roebuck and Lindsay visited Fontainebleau to engage the Emperor to take official steps at London for the recognition of the southern States. The Emperor expressed his desire to see peace restored in America, but observed that England having declined his proposals of mediation the previous Octo-

ber, he did not think he could submit a new proposition without the certainty of its acceptance.

"His Majesty stated further, that his ambassador should, nevertheless, receive instructions to sound the English cabinet upon the subject, giving it to understand that if England thought the recognition of the South likely to put an end to the war, the Emperor was disposed to follow her in that course. These explanations will demonstrate that the Emperor has not attempted, as certain publications pretend, to influence the British Parliament by the medium of two of its members. All that took place was a friendly interchange of opinion in an interview, which the Emperor saw no reason to refuse.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 119.]

UNITED STATES CONSULATE,
Liverpool, July 31, 1863.

SIR: * * * * *

The iron-clad ram launched on the 14th instant is still in the dock at Lairds' yard. Her mizzen and mainmasts are up, and both topmasts in. These are made of iron plates in such manner as to slide one into the other like a telescope. Her boilers are also in, and they are now at work on her machinery. The turrets are finished but not yet mounted on the vessel. Barnet, who is to ship the men, informed one of my men that he was not yet ready. He expected to have the job, but would not have more than twenty-four hours to do it in. I am informed that the officers are all here ready to take command of her. From what took place at the French consulate in this town, and the conversations I had with the collector, I think they will endeavor to get her out as a French vessel.

* * * * *

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Mr. Seward.

No. 463.]

LEGATION OF THE UNITED STATES,
London, July 31, 1863.

SIR: I transmit copies of the depositions referred to in my dispatches No. 453, of the 16th, and 459, of the 24th of this month, not sent with them at the time.

I omitted, last week, to call your attention to the remarks made by Mr. Cobden and Lord Palmerston in the House of Commons, on Thursday, the 23d instant, on the subject of the iron-clad vessel fitting out at Liverpool. Inasmuch as his lordship thought fit to give importance to the pretence that the French consul was in some way interested in the matter, I seized the opportunity, furnished me by the reception of a letter from the consul at Liverpool, to apprise Lord Russell of the facts as therein related. Copies of the papers are forwarded herewith.

It has been intimated to me that the government has determined upon detaining these vessels of Lairds'. I hope this may be true, though it is not in harmony with my ideas of the passive tendency of the ministry. In a conversation which I had with Mr. Cobden previous to the last debate, I did not conceal from him my sense of the grave nature of the questions that would follow the dispatch of such a vessel from here. I likewise apprised him of the claims that were in process of accumulation for damages from the vessels that had already been suffered to depart, a fact of which he did not seem to be aware. I perceive that he alluded to it in his speech. The Times has also since referred to it among the facts connected with its recapitulation of the events of the late session.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,

Secretary of State.

[The affidavits above referred to will be found inclosed with dispatches from Mr. Adams to Mr. Seward, Nos. 453, of the 16th, and 459 of the 24th of July, 1863, *ante*.

For debate referred to see Parliamentary and Judicial Appendix, No. 29.]

Mr. Adams to Lord Russell.

LEGATION OF THE UNITED STATES,
London, July 25, 1863.

MY LORD: Having received information of the existence of a report that the iron-clad vessel at Liverpool had been claimed by the French consul at that port, and having since perceived that some credit has been given to the story by the first minister of the crown, immediate measures were taken to ascertain whether there was any foundation for it in fact.

I now have the honor to transmit a copy of a letter received from Mr. Dudley, the consul of the United States at Liverpool, which appears to show clearly the precise nature of the pretence.

I pray your lordship, &c.,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Mr. Wilding to Mr. Adams.

UNITED STATES CONSULATE,
Liverpool, July 24, 1863.

SIR: On reading in the Times of this morning the statement reported to have been made by Lord Palmerston in reply to Mr. Cobden last night—that he was informed as regards one of the iron-clads referred to, that the French consul claimed it for the Emperor of the French—I addressed a note to the French consul, asking him whether the information referred to was true. In reply, he sent his vice-consul to assure me that there is no truth whatever in the information; that he does not know of any iron-clads being built here for the Emperor of the French.

I addressed the inquiry to my colleague, not supposing there was any

truth whatever in the information, but that I might have his authority for saying there was none.

The vice-consul, while with me, stated that about the 3d or morning of the 4th of July, the consul received an invitation from a Mr. Bravay (a Frenchman, but unknown to him) to a luncheon at Messrs. Laird's yard, on the 4th, on the occasion of the launch of an iron-clad vessel. The invitation came so late that the consul said he could not go. The vice-consul was then asked to go; and Mr. Bravay, introduced by one of the Messrs. Laird, waited upon him, and pressed him to go.

He, Mr. Bravay, then, in the presence of Mr. Laird, said he wished to get French papers for the iron-clad, and asked what formalities were necessary. He was instructed on the point, and then said the matter would be attended to by his brother, who had more to do with it than he had, and that he himself had to be in Madrid on the 9th. The vice-consul referred to a French, Paris directory, and asked Mr. Bravay if he was one of the firm of Bravay & Co. therein described as merchants, and he said he was.

The consul or vice-consul has neither of them seen Mr. Bravay or Mr. Laird since, and did not go to the luncheon.

This indicates the source of Lord Palmerston's information; and also that some such trick as getting foreign papers for the ram, under cover of which she would sail out, has been and perhaps is intended.

Very respectfully, I am, sir, your obedient servant,

HY. WILDING, *Vice-Consul.*

His Excellency CHARLES FRANCIS ADAMS, &c., &c., &c.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 128.]

UNITED STATES CONSULATE,
Liverpool, August 8, 1863.

SIR: Colonel George H. Bier, a lieutenant in the confederate navy, with his wife, a man by the name of Joseph N. Barney, and two engineers—one by name of William H. Jackson, the other I have not learned—arrived here on Sunday last in the steamer Asia, from Boston *via* Halifax. Bier, Barney, Jackson, and the other engineer came from Halifax. Mrs. Bier passed through our lines at Fort Monroe under an assumed name of Mrs. Henry, and took the steamer at Boston. I understood that these persons came here to go out as officers in the iron-clads now building by the Messrs. Laird at Birkenhead. Colonel Bier stated on the steamer that he had been in the confederate army, and Jackson, the engineer, that he had been an engineer on board the steamer Florida. Upon examining the register of the so-called confederate navy, I find that Bier is a lieutenant in their navy, and is mentioned as being with their army, and Jackson as an engineer on the steamer Florida, thus confirming what they said on the steamer. I have no doubt but what they are here for the purpose of joining the iron-clads. They have all gone up to London. I have informed Mr. Adams. The iron-clad that was launched on the 4th of July has her masts up, boilers and machinery in; and, I learn to-day, is shipping her turrets. The turrets have been completed for some time, and she can be got ready for sea no doubt in a week's time. Some three days ago I was informed that the other one was to be launched on the 15th instant, this day week, and

that they are both to be finished and leave this port at the same time.
 * * * * * One thing is quite certain, they are finishing them
 as rapidly as possible, and wherever they strike, they will be capable to
 do us much mischief. I believe from all I can learn about them, that
 what I have told you from time to time is not in the least exaggerated,
 and that for speed and invulnerability they will surpass any iron-clads
 that have ever been built. The bulwarks are on hinges, and so constructed
 as to fall down and lay in a plane with the decks parallel with the
 water. I am told they are so made for a two-fold purpose—to be lowered
 when in action, so as to give range to the guns, and to fall down when
 an attempt is made to board them, and throw the men in the water who
 attempt to climb over them. Thus far the government here has taken no
 steps to stop them that I know of. I am not sanguine that they will.
 * * * * *

I am, sir, very respectfully, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Dudley to Mr. Seward.

No. 129.]

UNITED STATES CONSULATE,
Liverpool. August 11, 1863.

SIR: I inclose you, marked Nos. 1 and 2, a copy of another *affidavit
 made before and submitted this day to the collector of the port of
 Liverpool, in the case of iron-clads building for the confederates by the
 Messrs. Laird at Birkenhead, and of the *letter by me addressed to the
 collector with the affidavit.

Two of the men from the yard tell me that the one now launched will
 come out of the present dock on the 26th instant, and that the other
 one will be launched on the 27th instant. I suppose the one that comes
 out on the 25th instant will be entirely finished.

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Wilson to Mr. Seward.

[Unofficial.]

LEGATION OF THE UNITED STATES,
London, March 14, 1864.

DEAR SIR: Mr. Adams is absent for a short season in Scotland,
 which will account for the non-receipt of dispatches from him this
 week, and which is officially stated in a dispatch I am charged with
 sending to-day. There has nothing of material moment occurred dur-
 ing the absence of Mr. Adams, except the apparently renewed activity
 of the insurgents and their agents here in fitting out privateers and
 blockade breakers. In this connection, the arrival at Liverpool of a
 number of officers of the so-called confederate navy may be deemed

* For these inclosures see dispatch from Mr. Adams to Mr. Seward, No. 477, August
 21, 1863, *post.*

significant. They do not disguise the fact that they come to take service on board the iron-clad rams building at Birkenhead, one of which, it is stated, will be in readiness to sail on the 25th, and the other to be launched on the 27th. The facts connected with the arrival of these officers, together with a further affidavit procured by our indefatigable consul at Liverpool, Mr. Dudley, have been sent in this morning, accompanied by an earnest letter from Mr. Adams to Earl Russell. It is said that Mr. Laird pretends to have sold these iron-clads to a French house at Paris, and an effort will be made to send them out as French vessels. Mr. Squarey, who was the solicitor of the United States in the Alexandra case, told me yesterday that he deemed the case against the iron-clads much stronger than that of the Alexandra. Yet, from all I learn by rumor and otherwise, I fear there is great danger that the authorities will permit them to go. The decision in the Alexandra case has greatly strengthened the hands of the rebels, and they take but little pains now to conceal their purposes of fitting out pirate vessels in England.

It is believed such an enterprise is on foot at Plymouth; the Southerner has arrived at Cardiff, and the consul at Cork writes that rebel officers and crew have arrived there, to await a pirate craft that is expected off Queenstown. Our most excellent consuls at London and Liverpool are very energetic and effective in their efforts, and have doubtless advised you of all recent movements in regard to these matters. I have thought, however, in the absence of official statements from the legation this week, that it might be desirable to give you such information as has been received.

Mr. Adams is expected to return on Wednesday or Thursday, and will doubtless transmit in his next dispatches copies of all the documents that have been received at the legation during his absence, relating to these proceedings to which I have referred.

The current of popular sentiment and belief has been greatly changed since the arrival of intelligence here of the continued successes of the Union armies. It appears now to be the chiefest hope of those who wish to see the Union broken that the United States will become embroiled with France concerning Mexico.

I have the honor to be, sir, your obedient servant,

CHARLES S. WILSON.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Drouyn de Lhuys to Mr. Mercier.

[Translation.]

No. 20.]

MINISTRY OF FOREIGN AFFAIRS,
Diplomatic Bureau, Paris, August 20, 1863.

SIR: I have received the dispatches which you have done me the honor to write to me, up to No. 161.

In one of the late sittings of the Parliament, Lord Palmerston, on being formally questioned by Mr. Cobden in regard to maritime armaments going on at Liverpool, spoke of a plated vessel which was said to have been ordered of an English builder, Mr. Laird, by the Emperor's government. On his part the minister of the United States at Paris concerned himself about the construction of this vessel, which he supposed to be

intended for the confederate government. Mr. Dayton requested of me information in this regard, and the consul of the United States at Liverpool made a similar application to Mr. Lenglet, our consul in that city. The assertion of the first lord of the treasury rested on an incorrect report. No order of this kind has been made in England on account of the Emperor's government, and the following are the only facts which could have occasioned the involuntary error of Lord Palmerston. At the beginning of the month of July a Frenchman named Bravay, calling himself a partner in the house of Bravay & Co., of Paris, went with Mr. Laird, the builder at Birkenhead, to the office of the chancellor of our consulate at Liverpool, and asked what were the formalities to be complied with in order to give the French flag to a plated vessel which was about to be built. The information was furnished, and Mr. Bravay announced that he would subsequently be in a posture to prove the French ownership of the vessel. Shortly afterwards, Mr. Laird having learned that the consul of the United States at Liverpool was trying to have the newly constructed vessel seized, came and asked Mr. Lenglet to make unofficial [officiens] application at the custom-house. Our consul limited himself to making known the circumstances of this affair to the head of that branch of service, but without making any formal demand, which, however, he neither had the right nor was in a posture to do. After that Mr. Bravay went no more to the office of the chancellor, nor has he yet addressed to the office of customs of the empire any request with a view of obtaining French nationality for the vessel in question.

Such, sir, are the explanations which I have already given to Mr. Dayton, and which I deem it my duty to communicate to you, in order that you may, if you are called on to do so, on your part, enlighten the cabinet at Washington as to the true character of this incident.

Accept, sir, assurances of my high consideration.

DROUYN DE LHUYS.

Mr. MERCIER,

Minister of the Emperor at Washington.

Mr. Adams to Mr. Seward.

[Extract.]

No. 471.]

LEGATION OF THE UNITED STATES,

London, August 20, 1863.

SIR: In addition to the series of dispatches from the department received last week at this legation, and acknowledged, in my absence in Scotland, by Mr. Wilson, the secretary, I have now to take notice of a further and most interesting series that came the present week, numbered from 667 to 671, both inclusive.

* * * * *

I am happy to find in your number 667, of the 29th of July, so flattering a confirmation of the action which I felt it necessary to take of the launching of the first iron-clad from Mr. Laird's yard, in at once presenting my note of the 11th of July to Lord Russell. Had I thought the time would have permitted, I should have awaited your especial instructions for the sake of the additional weight they impart to such a proceeding. But I was fearful that any delay might, in case of the escape of the vessel, be attributed to the lateness of my notice, much in

the way so singularly attempted in the case of gunboat No. 290, and so I determined to act at once. I now infer that my judgment was correct in postponing further action under your dispatch No. 651, as explained in my No. 465, of the 31st of July.

Lord Russell, like everybody else, is out of town during this season. I shall, however, prepare a note for his consideration, embodying the substance of your No. 667, and appending a copy of your No. 380, to Mr. Dayton, which came enclosed with it.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

[For dispatch from Mr. Seward to Mr. Adams, No. 651, July 11, 1863, and also dispatch from Mr. Adams to Mr. Seward, No 465, July 31, 1863, see subdivision "The Alexandra," *ante*.]

Mr. Adams to Mr. Seward.

No. 477.]

LEGATION OF THE UNITED STATES,
London, August 21, 1863.

SIR: I have the honor to transmit copies of further letters and papers which have passed between myself and the Foreign Office relating to the iron-clad vessels fitting out at Liverpool, by Mr. Laird, for the use of the rebels.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *July 29, 1863.*

SIR: I have the honor to acknowledge the receipt of your letter of the 25th instant, and to acquaint you that the information therein contained, relative to the iron-clad vessels in course of construction at Messrs. Laird's yard, at Birkenhead, has been communicated to the proper department of her Majesty's government.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, August 14, 1863.

MY LORD: I have the honor to submit to your consideration a copy of a letter from the consul of the United States at Liverpool, containing

further information respecting movements of persons believed to be agents of the insurgents at that port. I regret to perceive that the preparation of the dangerous armed vessels, of which I have had the honor heretofore to take notice, in my note to your lordship, is not intermitted. It is difficult for me to give your lordship an adequate idea of the uneasiness and anxiety created in the different ports of the United States by the idea that instruments of injury, of so formidable a character, continue to threaten their safety, as issuing from the ports of Great Britain, a country with which the people of the United States are at peace.

I pray your lordship to receive the assurances of the high consideration with which I am your obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Mr. Dudley to Mr. Adams.

UNITED STATES CONSULATE,
Liverpool, August 7, 1863.

SIR: Colonel George H. Bier, a lieutenant in the confederate navy, with his wife, a man by name of Joseph N. Barney, and two engineers, one by name of W. H. Jackson, (the other I have not learned,) arrived here on Sunday last, in the steamer Asia, from Boston, *via* Halifax. Bier, Barney, Jackson, and the other engineer came from Halifax. Mrs. Bier passed through our lines at Fort Monroe, under the assumed name of Mrs. Henry. I understand, through a passenger on board of the Asia, that these persons came here to go out as officers in the iron-clads now building by the Messrs. Laird, at Birkenhead.

Colonel Bier stated in the steamer that he had been in the confederate army, and Jackson, the engineer, that he had been as an engineer on the steamer Florida. Upon examining the register of the confederate navy, I find that Bier is a lieutenant in their navy, and is mentioned as being with the army, and Jackson, as an engineer, in the steamer Florida, thus confirming all they told the passengers. I have no doubt about the truth of their statements, that they are here to join these iron-clads.

The one that is launched has her masts up, boilers and machinery in, and I learn to-day is shipping her turrets. She, no doubt, can be got ready for sea in a week's time. My information about the other is that she is to be launched on the 15th instant, to-morrow week.

I am, sir, very respectfully, your obedient servant,

THOMAS H. DUDLEY.

CHARLES FRANCIS ADAMS, Esq.,
United States Minister.

Mr. Dudley to Mr. Edwards.

UNITED STATES CONSULATE,
Liverpool, August 11, 1863.

SIR: Referring to the application heretofore made by me to you, to stop the iron-clad ram now building by the Messrs. Laird, at Birkenhead, for the so-called southern confederacy, and which was launched on the 4th day of July last past, I now submit to you another affidavit, that of Thomas Sweeney, of Liverpool, which, with those heretofore submitted, I hope will induce you to take the necessary steps (if they have not

already been taken) to prevent this vessel from sailing, destined, as she is, to make war upon, and commit acts of hostility against, the government of the United States.

I am, sir, very respectfully, your obedient servant,

THOMAS H. DUDLEY,
United States Consul.

S. PRICE EDWARDS, Esq.,
Collector at Liverpool.

Affidavit of Thomas Sweeney.

Thomas Sweeney, of No. 57 Crosby street, Liverpool, being duly sworn, doth depose and say: I am a deck planer, and am now, and have been for about ten years last past, in the employ of the Messrs. Laird, ship-builders at Birkenhead.

There are now building in their yard two iron-clad steam war vessels. They are sister ships of same size, dimensions, and construction, built side by side, in the southern part of their yard. Each is armed on the stem with an iron piercer, or ram, for the purpose of piercing and destroying vessels. They are known and numbered in the yard as Nos. 294 and 295, respectively; they are each being built apparently for turrets.

On the 4th day of July last past No. 294 was launched, and then placed in one of the dry docks of said yard, where she is now being completed. Her boilers and machinery are in, and her three masts up; the two turrets for her guns are alongside, nearly in a complete condition, and ready to be placed on board.

I have talked with many of the men and workmen in the yard, who are now and have been, from time to time, employed and working there on their vessels, and they have told me they were for the confederates in the United States, the same parties for whom the Alabama was built. On the 29th day of July last past I had a conversation with Mr. Moore, one of the head workmen in the yard. I asked him what he thought of the Alabama. His reply was, "She was all right enough," but said, "wait for the 294 and 295 (alluding to the rams above mentioned) get out and alongside the Alabama, and then you will soon see the southern ports opened"—meaning the ports in the southern confederacy now blockaded.

On the 7th of August instant I had a conversation with Captain Henderson, the head rigger in Messrs. Laird's yard. I asked him to make room and get my son and son-in-law a berth on No. 294. He said he would not advise me to let them go on this vessel, as Nos. 294 and 295 were both going out on purpose to fight against the federals, and to break up the blockade; but went on further to say: "If either of them wants a berth on these vessels I shall find them one, but they will not be told where they are going to." At the time the Alabama was being built in the yard, my present son-in-law was going to ship in her, and I had a conversation with Captain Henderson about it, and he told me then, in substance, what he told me on the 7th instant, about the two rams, numbers 294 and 295.

THOMAS SWEENEY.

Sworn and subscribed to before me, at the customs, in Liverpool, this 11th day of August, 1863.

W. G. STEWART,
Deputy Assistant Collector.

Mr. Layard to Mr. Adams.

FOREIGN OFFICE, August 14, 1863.

SIR: I have the honor, in Lord Russell's absence, to acknowledge the receipt of your letter of the 14th instant, inclosing copies of further papers relative to the iron-clads in course of construction at Messrs. Lairds' yard, at Birkenhead, and I have the honor to state to you that I have lost no time in communicating copies of these papers to the proper departments of her Majesty's government.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

A. H. LAYARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Dayton to Mr. Seward.

No. 338.]

LEGATION OF THE UNITED STATES,
Paris, August 27, 1863.

SIR: I have recently had interviews with Mr. Drouyn de Lhuys in reference to the two iron-clad vessels now being built at Birkenhead, near Liverpool, by the Messrs. Laird for the rebels of the South, as was believed. Our consul at Liverpool was induced to think that by virtue of a sham sale to a Frenchman named Bravay they were about to get out the vessels, or one of them, as French property, and under the French flag, to be handed over, when clear of British jurisdiction, to the confederates, their true owners. Lord Palmerston said, too, in the House of Commons, that he was informed that the French government, through its consul at Liverpool, claimed one of these iron-clads. I at once appealed to Mr. Drouyn de Lhuys to prevent what I believed to be intended a fraudulent use of the French flag. He promised me to attend to the subject promptly. But he said he knew Mr. Bravay, and was aware of the fact that the Pacha of Egypt, with whom Bravay had much to do, had authorized him or his company to buy ships for him, the Pacha, either in France or England. In a subsequent interview Mr. Drouyn de Lhuys told me he had made all necessary inquiries, and that neither the Emperor, the minister of marine, the minister of finance, nor the French consul at Liverpool knew anything of any claim to such vessel or vessels on the part of the French government; and that a statement to that effect by Lord Palmerston, as reported in the London Times, must have been made on erroneous information. I then endeavored to impress on Mr. Drouyn de Lhuys the great importance of preventing the sailing of these vessels, as French vessels, from a British port, by any neglect of the French consul there, or any fraudulent contrivance or management on the part of French citizens. He said if I would supply him with papers or evidence indicating the real ownership and purpose of these iron-clads, he would have some grounds to act upon, and would see that the French consul at Liverpool was properly on his guard. I therefore had full copies made of the letter of our consul at Liverpool, and all the affidavits he had supplied to the British government on this subject, and inclosed them to the department of foreign affairs here.

Last night I received from Mr. Drouyn de Lhuys a letter in reply, a translation of which is herewith inclosed. If the statements by Mr.

Bravay, referred to in this letter, be true, that he has bought these iron-clads for the Pacha of Egypt, and they are delivered, we will have made an important escape, not from the iron-clads only, but from what is, in my judgment, still more important, from further questions with England on this point for the present.

The French government has in this matter acted openly, and well, so far as can be now seen.

I am, sir, your obedient servant,

WILLIAM L. DAYTON.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Drouyn de Lhuys to Mr. Dayton.

[Translation.]

PARIS, August 25, 1863.

SIR: I have received, with its accompaniments, the letter which you did me the honor to write to me of the date of the 22d of this month on the subject of two iron-clad vessels which are being constructed at Birkenhead, near Liverpool.

Since the interview, which you are pleased to recall to me, a French merchant, M. Bravay, has addressed himself to my department, to make known to me that these vessels had been purchased, through his agency, on the account of the Pacha of Egypt. He claimed at the same time the support of the embassy of his Majesty in England, in order to be able to send them to Alexandria.

I have answered that the ships in question having a foreign destination, the French agents had no authority to intervene in this circumstance with the British administration, and that it belonged only to the Egyptian government to make to the English authorities the justifications necessary to authorize the going out of these ships. I have written in the same sense to the embassy of the Emperor at London, as well as to the consul of his Majesty at Liverpool.

Accept the assurances of the high consideration with which I have the honor to be, sir, your very humble and very obedient servant,

DROUYN DE LHUYS.

Mr. DAYTON,
Minister of the United States, Paris.

Mr. Dudley to Mr. Seward,

[Extract.]

No. 142.]

UNITED STATES CONSULATE,
Liverpool, August 28, 1863.

SIR: Yesterday one of the turrets was hoisted on board, and put in its place on the ram No. 296, launched from Laird's yard on the 4th of July last. I understand they are preparing the other turret to-day.
* * * * * The Emancipation Society of London addressed a memorial to Earl Russell the early part of this week, praying him to stop the vessels. I do not know whether it will have any effect upon

the Earl, but it seems to have called the attention of the people to the matter, and to provoke discussion in the papers. * * * * * It is said the other will be launched either to-morrow or on Monday next.

Your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 143.]

UNITED STATES CONSULATE,
Liverpool, August 29, 1863.

SIR: I have to inform you that the other steam iron-clad ram, building by the Messrs. Laird, at Birkenhead, for the insurgents in the United States, was this day launched from their yard. This vessel is a sister ship to the one launched on the 4th of July last, of the same size and construction in all particulars. This one is No. 297. She, like her sister, is armed on the stem with an iron ram or piercer for destroying vessels. She had the English flag flying from her stern, and the French flag flying from a pole or mast at midships at the time of the launch. They have taken her into one of their docks in their yard, where she is to receive her machinery, turrets, &c. The machinery is all ready, and will be put in at once.

I mentioned in my dispatch of yesterday that the one launched on the 4th of July was fully rigged, and had one of her turrets in. During the latter part of the day I heard a rumor that she was to be taken out either last night or to-night. I wrote at once to the collector. Inclosure No. 1 is a copy of my letter to him.

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Dudley to Mr. Edwards.

UNITED STATES CONSULATE,
Liverpool, August 28, 1863.

SIR: Referring to the application which I made to you to stop the iron-clad ram, building by the Messrs. Laird for the confederates, and which was launched from their yard on the 4th of July last, I now have to report to you that said ram took in one of her turrets yesterday, and I am informed that she can be made ready for sea in a very few hours. I am further informed that it is the intention of the Lairds to run her out to sea either to-night or to-morrow night.

I hope you will take such steps as may be necessary to detain her from sailing.

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

S. PRICE EDWARDS, Esq.,
Collector of Customs, Liverpool.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 144.]

UNITED STATES CONSULATE,
Liverpool, September 1, 1863.

SIR: *

To-day I made application, in writing, in pursuance of the act of Parliament, to the collector of Liverpool to stop the ram launched on Saturday last. It was based on two affidavits made to-day: to wit, by Joseph Ellis and myself, and those filed in the other case.* Inclosures Nos. 4, 5 and 6 are copies of the application made to-day, and the two affidavits. Inclosure No. 7 is a copy of an affidavit made last Saturday by Captain Prentice. We are still in doubt about the action of the British government. They do not tell us what they intend to do. The only thing we do know is, that up to the present time they have done nothing. All the evidence I have is now in. It is a strong case of circumstances, quite sufficient not only to warrant them in stopping the vessels, but, in my opinion, to make it their duty to do so. Copies of all these papers have been forwarded by me to Mr. Adams, to be by him laid before Earl Russell. They are both in the same dock in Laird's yard. The one launched on the 4th of July has her masts up, is fully rigged, her machinery all in, smoke-stack up, and both her turrets on. She is fast approaching completion. I see nothing to prevent her going out whenever she chooses. The armament will consist of the ram, or piercer, in the stem for destroying ships, and six rifled Blakely guns, two in each of the turrets, and two in the stern, the last-named what they call here chasers. I think there is no doubt about this being the armament. Some tell me the bores of the guns are to be twelve-inch, others that they are fifteen-inch.

Captain Maffitt, from the Florida, and Captain Bullock were at Dublin on Saturday last, with three or four other insurgent naval officers in this country. Every steamer brings two or three. The steamer that arrived here on Sunday last from Boston, *via* Halifax, it is said, brought three or four. These officers can be here but for one purpose, and that is to take command of these vessels. Indeed, this is admitted by the secessionists here. It is now understood that the rams, if they get out, are to raise the blockade. I am told, since the fall of Vicksburg, that they have given up the contemplated attack upon New Orleans. I think the Florida is here to escort them out. She is now at Brest, and no doubt will remain there or somewhere on the coast until the rams are ready to sail.

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Mr. Seward.

No. 486.]

LEGATION OF THE UNITED STATES,
London, September 3, 1863.

SIR: The only subject of interest this week has been the condition of Mr. Laird's iron-clad vessels. The second has been launched, while the

* For inclosures see dispatch from Mr. Adams to Mr. Seward, No. 486, Sept. 3, 1863, *post.*

first is reported to be so far prepared for departure as to bring the question of stopping her to a point calling for prompt decision. Thus far the government has made no sign. The Union and Emancipation Society have presented an earnest memorial on the subject, which has opened the way to some controversial writing in the newspapers. I have reason to believe that the law officers of the Crown are wavering in their counsel on the point of evidence of intent. Some little dust has been thrown in their eyes by the pretence of other destination than the real one. It is utterly impossible to form any opinion what the issue of this hesitation will be.

I have for some time back leaned to the belief that the vessel would be stopped. But, as it seems so doubtful, I concluded the wisest course would be to put in one more remonstrance. Accordingly I have taken advantage of some depositions, of no great additional weight, furnished to me by Mr. Dudley, to present another note, a copy of which is herewith transmitted.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,

Secretary of State.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,

London, September 3, 1863.

MY LORD : I have the honor to transmit copies of further depositions relating to the launching and other preparation of the second of the two vessels of war from the yard of Messrs. Laird, at Birkenhead, concerning which it has already been my disagreeable duty to make most serious representations to her Majesty's government.

I believe there is not any reasonable ground for doubt that these vessels, if permitted to leave the port of Liverpool, will be at once devoted to the object of carrying on war against the United States of America. I have taken the necessary measures, in the proper quarters, to ascertain the truth of the respective statements current here, that they are intended for the use of the government of France or for the Pacha of Egypt, and have found both without foundation. At this moment neither of those powers appears to have occasion to use concealment or equivocation in regard to its intentions, had it any in obtaining such ships. In the notes which I had the honor to address to your lordship on the 11th of July and 14th of August, I believe I stated the importance attached by my government to the decision involved in this case with sufficient distinctness. Since that date I have had the opportunity to receive from the United States a full approbation of its contents. At the same time, I feel it my painful duty to make known to your lordship that, in some respects, it has fallen short in expressing the earnestness with which I have been in the interval directed to describe the grave nature of the situation in which both countries must be placed in the event of an act of aggression committed against the government and people of the United States by either of these formidable vessels.

I pray your lordship to accept the assurances of the highest consideration with which I have the honor to be, my lord, your most obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Mr. Dudley to Mr. P. Edwards.

SEPTEMBER 1, 1863.

I, the undersigned, Thomas Haines Dudley, consul of the United States of America for the port of Liverpool and its dependencies, do hereby apply to you, on behalf of the government of the United States of America, to seize and detain an iron-clad steam vessel of war, launched from the yard of Messrs. Laird & Co., at Birkenhead, on the 29th day of August last, and now lying at Birkenhead aforesaid, with her tackle, apparel, and furniture, with all the material, arms, ammunition, and stores which may belong to or be on board of the said vessel, pursuant to the power given to you in that behalf by the seventh section of the act of Parliament 59 Geo. 3, C. 69, on the ground that such vessel is being equipped, furnished, fitted out and armed in order that such vessel shall be employed in the service of the persons assuming to exercise the power of government, and called the Confederate States of America, and with the intent to cruise and commit hostilities against the government and citizens of the United States of America, with which government her Majesty the Queen is not now at war.

THOMAS H. DUDLEY.

SAMUEL PRICE EDWARDS,
Collector of the Customs, Liverpool.

Affirmation of Thos. H. Dudley.

I, Thomas Haines Dudley, of No. 3 Wellesley Terrace, Prince's Park, Liverpool, in the county of Lancaster, esquire, do solemnly, sincerely, and truly affirm and declare that the taking of any oath is, according to my religious belief, unlawful; and I do also solemnly, sincerely, and truly affirm and declare as follows:

1. I am the consul of the United States of America at Liverpool and its dependencies.

2. I say that there is now, and for some time past has been, a war carried on between the government and people of the United States of America and certain persons who have rebelled against such government, and pretended to set up and assume to exercise the powers of government, styling themselves the Confederate States of America.

3. I further say that, to the best of my knowledge, information, and belief, no leave or license has been had or obtained from or of her Majesty the Queen, under her sign manual, or any order in council, or any proclamation of her said Majesty, or otherwise or at all authorizing any person, within any part of the United Kingdom, to equip, furnish, fit out, or arm ships or vessels with intent or in order that such ship or vessel shall be employed in the service of the said so-called Confederate States, to cruise or commit hostilities against the government and people of the said United States of America, and that her Majesty is not now at war with the United States.

4. I say there have been built in this port for the government, or persons assuming the government of the said so-called Confederate States, two vessels of war; one of them, namely, the *Oreto*, now called the *Florida*, and another called the *Alabama*, built by Messrs. W. C. Miller & Sons, of Liverpool; and they have been employed by the said so-called Confederate States against the government and people of the

United States of America in the war that is now going on, and armaments and war crews for both the said vessels went out in them, or were sent out from England to meet the ship abroad, and were then placed on board them. On the 4th day of July last, another vessel built by the Messrs. Laird & Co., and intended for an iron-clad steam ram, and, as this deponent verily believes, built and intended for a vessel of war, was launched by them from their ship-building yard at Birkenhead.

5. On the 29th day of August last, another vessel built by the said Messrs. Laird & Co., and intended for an iron-clad steam-ram, and, as I verily believe, for a war vessel, was launched by them from their ship-building yard at Birkenhead.

6. The said vessels mentioned in the fourth and fifth paragraphs of this affirmation, respectively, are now lying at Birkenhead aforesaid.

7. I say that I have read the affidavits of George Temple Chapman, sworn on the 29th day of June last; of Clarence Randolph Yonge, sworn on the 6th day of April last; of William Hayden Russell and Joseph Ellis, sworn on the 7th day of July last; of John Brady, sworn on the 11th day of July last; of Austin Joseph Hand, sworn on the 16th day of July last; of Thomas Sweeney, sworn on the 11th day of August last; of Joseph Ellis, sworn on the 1st day of September instant; and of Charles Prentis, sworn on the 29th day of August last; and I say that, from the facts there spoken to, and from the facts and circumstances aforesaid, I verily believe and say that the said vessels above mentioned as having been launched on the 4th day of July last, and on the 29th day of August last, respectively, are being equipped, armed, and fitted out, with intent and in order that the said vessels shall be employed in the service of the said persons setting up to exercise the power of government and called the Confederate States of America, and with intent to cruise and commit hostilities against the government and citizens of the United States of America.

THOMAS H. DUDLEY.

Affirmed at the custom-house at Liverpool, in the county of Lancaster, the 1st day of September, 1863, before me.

W. G. STEWART,
Assistant Collector.

Deposition of Joseph Ellis.

I, Joseph Ellis, of No. 161 Athol street, in Liverpool, in the county of Lancaster, shipwright, make oath and say, as follows;

1. I am well acquainted with the construction of iron-plated vessels of war, having assisted to build vessels of that description.

2. I was present in the ship-building yard of Messrs. Laird & Co., at Birkenhead, on Saturday the 29th day of August, 1863, when an iron-plated vessel, lately built by them, was launched.

3. The launch took place at about 11 o'clock in the morning, and before the vessel went off the ways I had an opportunity of seeing her perfectly well from the keel upward.

4. The vessel in question is a screw steamer, somewhat over two hundred feet long, as well as I could judge, and of great strength, and covered with iron plates from stem to stern. The said vessel would have about forty feet of beam amidships, and she has a space at the stern, and another space at the bow, both of which are covered in and protected by strong iron plating.

5. The said vessel is armed with a very formidable ram or piercer, which is made of iron or steel, and projects, as well as I could judge,

about five feet from the stem. The said ram or piercer was nearly submerged when the vessel was afloat after being launched, and when the vessel is in sea-going trim the ram will be quite under the water. The said ram was of great strength, and I am satisfied that it is intended to be used for destroying other vessels. It was similar in appearance to the rams which I have seen on other iron-clad vessels of war.

6. The said vessel's bulwarks were not completed.

7. I was at Messrs. Laird & Co.'s yard, aforesaid, on the 4th day of July last, when another iron-clad vessel, armed with a similar ram or piercer, was launched from the ways, on the north side of the ways from which the iron-clad vessel mentioned in the preceding paragraph of this affidavit was launched on Saturday last. The said vessels were, as far as I could judge, sister ships, and similarly constructed in all material respects. On the said 4th day of July last, one of Messrs. Laird & Co.'s workmen showed me one of the iron plates prepared to be used on the said vessel launched on Saturday last. Such plate was about four and a half inches in thickness.

8. On the said 4th day of July last I examined the said vessel which was launched on Saturday last, and I saw that she was prepared to receive two circular turrets, such as would be used for carrying turret guns. On the same day I saw in Messrs. Laird & Co.'s yard the frames of two turrets, such as would be used for carrying guns on board such a vessel. On Saturday last I saw in Messrs. Laird & Co.'s yard two turrets of the same description, but in a more advanced state, both of them being partially plated with iron.

9. The said vessel which was launched on Saturday last was built on and launched from the slip which is at the south end of Messrs. Laird & Co.'s yard, adjoining Birkenhead ferry. The other vessel above mentioned, which was launched on the 4th day of July last, was built on and launched from the adjoining slip, on the north side of the slip first mentioned in this paragraph. The said vessels were in fact built side by side.

10. The said ship which was launched on the 4th day of July last was on Saturday last lying afloat in a wet dock in Messrs. Laird & Co.'s yard, and I endeavored to get to the dock to see her; I was, however, stopped by some of Messrs. Laird & Co.'s men. I told them I wanted to go to look at the vessel lying in the wet dock, but they told me that their orders from headquarters were, not to allow any one to pass to see that vessel.

11. The said vessel launched on Saturday last, as aforesaid, and the said vessel launched on the 4th day of July last, as aforesaid, are, beyond all doubt, intended for iron-clad vessels of war, and not for any other purpose whatever.

JOSEPH ELLIS.

Sworn at the custom-house at Liverpool, in the county of Lancaster. the 1st day of September, 1863, before me.

W. G. STEWART,
Assistant Collector.

Affidavit of Charles Prentis.

I, Charles Prentis, of New London, Connecticut, at present in Liverpool, formerly a master mariner, and now a merchant, in business at New London, aforesaid, make oath and say as follows:

1. I was formerly, for ten years, master of merchant vessels, and also

of whaling vessels, and I have seen and examined many vessels of war, both of wood and iron. I have also examined the construction of several of the iron-clad vessels of war lately built by the United States government.

2. On the 28th day of the present month of August I visited the yard of Messrs. Laird Brothers, at Birkenhead, and inspected two iron-clad vessels in course of construction there. One of the said vessels is in the wet dock, and has three masts, the fore and main masts being square-rigged. She has a round overhanging stern, and is propelled by a screw. Her bow is wedge-shaped. The cut-water is almost perpendicular, nearly down to the water-line, when it comes outward, so as to form a large projecting ram under water. She has also, about amidships, a turret capable of carrying a very large gun. I verily believe that the said vessel is an iron-clad war vessel, of the most formidable character, armed with a ram or piercer, constructed for the express purpose of sinking and destroying other vessels.

3. The said vessel, lastly before mentioned, appeared to be in such a state of preparation that, in my opinion, she could be sent to sea at a few hours' notice.

The other of the said two iron-clad vessels was on the ways. She is finished from the keel to the upper deck, and her bulwarks are partly erected. She resembled the other of the said vessels which was in the wet dock, in size and construction, so far as I could judge from looking at her on the ways, and she was armed with a similar ram or piercer on her stem. I have no doubt, whatever, that she also is intended for an iron-clad vessel of war.

CHARLES PRENTIS.

Sworn at the custom-house in Liverpool, in the county of Lancaster, this 29th day of August, 1863, before me.

W. G. STEWART,
Assistant Collector.

Mr. Dudley to Mr. Seaward.

[Extract.]

No. 147.]

UNITED STATES CONSULATE,
Liverpool, September 4, 1863.

SIR: The ram launched on the 4th of July is still here. On Wednesday last she took on coal. Yesterday she got up steam and had a trial of her engines. I understand their working proved satisfactory. We are still in doubt as to the intentions of the government. Earl Russell's reply to the address of the Emancipation Society is published in the London papers this morning. I infer from this that they do not think the evidence which they have sufficient to stop these vessels; or it may be that they do not regard the witnesses who have made the affidavits as "credible." The hardship in all these cases is that they require positive testimony from "credible" witnesses before they will move. This testimony we have to procure, and they provide no means for us to obtain it. If there were processes by which we could summon witnesses and compel them to testify, the case would not be so hard. As it is, you can only obtain it in one of two ways, persuasion or bribery. The first, in a hostile community like Liverpool, where every man who takes the side of the North or who would testify against the parties aiding the

confederates is marked, if not persecuted, is almost impossible, and the last taints the evidence. I have done the best I can; and unless I should be fortunate enough to stumble upon some unexpected testimony, the case will have to rest upon the evidence now before the government. I think it sufficient. They must take the responsibility on themselves, either to stop or let them go to sea. The newspapers comment upon the matter, and there is scarcely a man, woman, or child in the place but what knows these rams are intended for the confederates. Among the business men on 'Change it is the leading topic of conversation. No one there pretends to deny, but all admit and know, that they are for this service. On the second instant I sent in an affidavit showing that on Friday last she had one of her turrets on.* Inclosures 4 and 5 are copies of the affidavit and the letter of my attorneys accompanying it. Yesterday I addressed a letter to the collector of customs, telling him they were taking coal on board, and renewing my request to detain the vessel. Inclosure No. 6 is a copy of this letter. Copies of all these papers were sent to Mr. Adams. I fear they do not intend to stop these vessels, but we shall know in a few days, for one is now in a condition to sail, and the other will soon be ready, for they are pushing her with all possible speed.

* * * * *

I am, sir, very respectfully, your obedient servant,

THOMAS DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

—
Mr. Adams to Mr. Seward.

No. 488.]

LEGATION OF THE UNITED STATES,
London, September 4, 1863.

SIR: I transmit the copy of a note addressed by me this day to Lord Russell, transmitting another deposition received from Mr. Dudley, relating to the preparation for departure of the iron-clad ram from Liverpool.

I think that with this I have done all that falls within my province to prevent the government here from permitting this injurious act. The responsibility for the consequences of it must now rest on them. From the terms of a leading article in the *Globe* of last evening, as well as the printed answer of Lord Russell to the memorial of the Union and Emancipation Committee, I much fear that they have fallen on the feeblest policy.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

—
Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, September 4, 1863.

MY LORD: I have the honor to transmit copies of several papers transmitted to me by Mr. Dudley, the consul of the United States at Liver-

* For inclosures see dispatch from Mr. Adams to Mr. Seward, No. 488, September 4, 1863, *post*.

pool, relating to the preparation for immediate departure of the steam vessel fitting out at that place for the purpose of carrying on war against the government and people of the United States.

Begging your lordship's permission here to record, in the name of my government, this last solemn protest against the commission of such an act of hostility against a friendly nation, I pray your lordship to accept the assurances of the highest consideration with which I have the honor to be, my lord, your most obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Mr. Dudley to Mr. Edwards.

UNITED STATES CONSULATE,
Liverpool, September 3, 1863.

SIR: Referring to my application made to you so long since as the seventh day of July last, to detain a steam iron-clad ram built by Messrs. Laird for the confederates, and launched on the fourth of July last, I have now to inform you that intelligence on which I place full reliance has reached me that the vessel is taking coal on board, and I apprehend that she may go to sea at any time unless detained.

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

S. PRICE EDWARDS, Esq., *Collector.*

Messrs. Duncan, Squarey & Blackmore to Mr. Edwards.

10 WATER STREET, *September 2, 1863.*

SIR: We beg to hand you herewith another affidavit of Thomas Sweeney in reference to the iron-clad ram launched by Messrs. Laird & Co. on the fourth of July last, from which, we submit, it appears clearly that there is the greatest risk that the vessel may go to sea at any time. On behalf of the United States government, we beg respectfully to urge upon you, in the strongest manner, the importance of taking immediate steps for the detention of the vessel in question.

We are, sir, your obedient servants,

DUNCAN, SQUAREY & BLACKMORE.

S. PRICE EDWARDS, Esq.,
Collector of Customs, Liverpool.

I, Thomas Sweeney, of No. 57 Crosby street, Liverpool, deck-planer, make oath and say as follows:

1. I was in the ship-building yard of Messrs. Laird Brothers, at Birkenhead, on Friday last, the 28th day of August last, at about 3 o'clock p. m., and I there saw in one of the graving or dry docks in the said yard the iron-clad ram referred to in the affidavit sworn by me on the 11th day of August last, before the deputy assistant collector of customs at Liverpool, as having been launched on the fourth day of July last, and known as No. 294.

2. When I saw the said vessel on Friday last, as above mentioned, the forward turret had been put into the place prepared for it on board the said vessel a few feet aft of the foremast; and the other turret, intended for the after part of said vessel, was on the quay alongside of the dock in which the vessel was lying, in a position from which it might be lifted at once and placed on board the said vessel by the crane. The vessel has her masts in, and her rigging, so far as I could judge, is completed. She had no sails bent, but, as her engines and machinery were all in order and her funnel up, she is in a position to put up steam and go to sea at any time.

3. The graving dock in which the said vessel lies has direct communication with the River Mersey, from which it is separated by a caisson, so that the water can be let in at any time with the flood by removing the caisson.

THOMAS SWEENEY.

Sworn at the custom-house, Liverpool, in the county of Lancaster, the 2d day of September, 1863, before me.

W. G. STEWART,
Assistant Collector.

Mr. Adams to Mr. Seward.

No. 490.]

LEGATION OF THE UNITED STATES,
London, September 4, 1863—4.20 p. m.

SIR: I have this moment received a note from Lord Russell, a copy of which I have directed to be at once made out to be transmitted herewith. It seems to put an end to all doubt on the subject discussed in my last dispatch.

Regretting deeply the weakness that has prompted this policy, I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *September 1, 1863.*

SIR: You have already been informed that the depositions inclosed in your letters of the 11th, 16th, and 25th of July, and 14th ultimo, relative to the iron-clad vessels in course of construction at Messrs. Lairds' yard at Birkenhead, had been forwarded to the proper department of her Majesty's government, in order that such steps might be adopted as could legally and properly be taken, and I have now the honor to communicate to you the result of the inquiries which have been instituted.

In the first place, her Majesty's government are advised that the information contained in the depositions is in a great measure mere hearsay evidence, and generally that it is not such as to show the intent or purpose necessary to make the building or fitting out of these vessels illegal under the foreign enlistment act.

Secondly, it has been stated to her Majesty's government, at one time, that these vessels have been built for Frenchmen, and at another that

they belonged to the Viceroy of Egypt, and that they were not intended for the so-called Confederate States. It is true, that in your letter of the 25th of July you maintain that this statement as regards French ownership is a pretence, but the inquiries set on foot by her Majesty's government have failed to show that it is without foundation. Whatever suspicion may be entertained by the United States consul at Liverpool as to the ultimate destination of these vessels, the fact remains that Mr. Bravay, a French merchant residing at Paris, who is represented to be the person upon whose orders these ships have been built, has personally appeared and has acted in that character at Liverpool. There is no legal evidence against Mr. Bravay's claim, nor anything to affect him with any illegal act or purpose, and the responsible agent of the customs at Liverpool affirms his belief that these vessels have not been built for the confederates.

Under these circumstances, and having regard to the entire insufficiency of the depositions to prove any infraction of the law, her Majesty's government are advised that they cannot interfere in any way with these vessels.

I can only assure you that a careful watch shall continue to be maintained over them, and that if any act or proceeding contrary to the statute can be shown by trustworthy evidence to have taken place, or if any trustworthy person will furnish her Majesty's government with such declaration as may suffice to justify the detention of the vessels till further inquiry can be made, I will apply to the treasury to prevent the departure of these vessels till such further inquiry can be made.

But I am sure you will be disposed, in justice to her Majesty's government, to admit that, in the absence of all evidence upon mere hearsay, surmise, conversation, and conjecture, her Majesty's government could not properly direct a prosecution or action under the foreign enlistment act. A court of justice would never condemn in the absence of evidence, and the government would be justly blamed for acting in defiance of the principles of law and justice long recognized and established in this country.

I feel the more convinced that such will be your opinion, as Mr. Seward, in answering a note of Lord Lyons respecting a supposed plan of issuing letters of marque in behalf of the Japanese government, says: "Prosecutions, however, cannot, it is presumed, be set on foot without affidavits of credible witnesses, as in other cases of imputed misdemeanors and crimes."

Such are, in fact, the principles of American as well as of British law.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Seward to Mr. Adams.

No. 697.]

DEPARTMENT OF STATE,

Washington, September 5, 1863.

SIR: Your dispatch of August 21 (No. 477) has been received, and I have the pleasure of communicating to you the President's approval of your proceedings in laying before her Majesty's principal secretary for foreign affairs the additional information therein mentioned in relation to the two armed vessels which are being prepared at Lairds' shipyard,

for hostilities to the United States. Notwithstanding this government is strongly predisposed to believe the assurances of her Majesty's ministers of their determination to maintain a proclaimed neutrality, it is impossible to regard without surprise and deep concern the maturing of these hostile armaments, without the least evidence of any purpose to prevent their departure from the shores of Great Britain.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Seward to Mr. Adams.

[Extract.]

No. 700.]

DEPARTMENT OF STATE,

Washington, September 5, 1863.

SIR: Your dispatch of August 20 [No. 472] has been submitted to the President.

* * * * *

I have bestowed the most thoughtful consideration upon your suggestions concerning the importance of avoiding collisions with Great Britain. Your observations concerning the importance of more effective measures for arresting the depredations of the piratical vessels seem so sagacious, that I have recommended them for the earnest consideration of the Secretary of the Navy.

At the same time, you will excuse me for stating the difficulties of enduring, without a resort to extreme measures of resistance, the new invasion which is threatened from the ports of Great Britain. The navy understand that, although the capacities of the department have been taxed to the utmost for defensive preparations and maintaining the blockade, they neither have now, nor can seasonably have, vessels that can be spared from the siege of Charleston, adequate to resist the formidable rams which, virtually with the consent of the British Parliament, are within a few weeks to come forth against us from Lairds' shipyard. The new vessels which the Lairds are preparing must, therefore, be expected to enter Portland, Boston, New York, or, if they prefer, must attempt to break the blockade at Charleston, or to ascend the Mississippi to New Orleans.

Can the British government suppose for a moment that such an assault as is thus meditated can be made upon us by British-built, armed, and manned vessels, without at once arousing the whole nation, and making a retaliatory war inevitable? Whatever view may be taken of the fortunes of the insurrection in Europe, it is deemed clear in this country that the factious spirit which gave it birth is rapidly declining, and the sentiment of nationality is developing itself anew, with an energy never before known. The nation, after two years of experience of war, has overcome the sense of fear, while its temper is highly excited. It believes that, though found unprepared, there are no limits to its ultimate ability for self-defense. It has a press and a Congress as free and as bold as the press and the Parliament of Great Britain. You have only to listen to the political debates in any part of the country, to learn that the United States would accept an unprovoked foreign war now with more unanimity and cheerfulness than at any former period. I write this with all the earnestness of conviction, and with all the con-

cern which one must feel who believes that any foreign war must be only inferior in the danger it brings, to the domestic war which so many, differing from me, have thought endangered the very existence of my country. I am sure that British statesmen must know that a war between their country and the United States is unnecessary, and that it could bring no resulting benefits to Great Britain. For the interest of both countries and of civilization, I hope they will not let a blow fall from under their hands that will render peace impossible.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Mr. Seward.

No. 491.]

LEGATION OF THE UNITED STATES,
London, September 5, 1863—3 o'clock p. m.

SIR: I have just received a note from Lord Russell, and have only time to transmit a copy of it to you by the ordinary mail.

I have the honor to be, sir, your obedient servant,
CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *September 4, 1863.*

SIR: With reference to your letter of yesterday's date with respect to the iron-clad steam rams from Messrs. Lairds' yard at Birkenhead, as well as with reference to previous letters from you on the same subject, I have to inform you that the matter is under the serious and anxious consideration of her Majesty's government.

I beg you to accept the assurances of the highest consideration with which I have the honor to be, sir, your most obedient servant,

RUSSELL.

CHARLES F. ADAMS, Esq., &c., &c., &c.

[From British Blue Book "North America," No. 5, 1864, p. 18.]

No. 14.

Mr. Layard to Mr. Stuart.

[Extract.]

FOREIGN OFFICE, *September 5, 1863.*

We have given orders to-day to the commissioner of customs at Liverpool to prevent the two iron-clads leaving the Mersey. These orders had scarcely been sent when we received the note from Mr. Adams, of which I send you a copy.*

Mr. Adams is not yet aware that orders have been given to stop the vessels. You may inform Mr. Seward confidentially of the fact.

* Mr. Adams to Lord Russell of September 5, annexed to Mr. Adams's dispatch to Mr. Seward, No. 492, September 8, 1863, *post*.

Mr. Adams to Mr. Seward.

No. 492.]

LEGATION OF THE UNITED STATES,
London, September 8, 1863.

SIR: At the last moment on Saturday I sent you a dispatch by the ordinary mail, containing a copy of Lord Russell's note to me of the 4th instant, just then put into my hands, signifying that the decision of the government, announced in his previous note of the 1st instant, had, under the effect of my notes of the 3d instant, and former dates, been subjected to a reconsideration. It is proper now to add, that just before the reception of this I had prepared and dispatched another one in reply to the previous note of the 1st instant, which I then supposed to be final. A copy of this, which there was no time to make on Saturday, I now transmit. I need not say, that had I known of the later course of the government in season, I should have held it back. Feeling as I do the heavy responsibility that must devolve upon me in the conduct of this critical transaction, it is not my disposition to say or do the least thing that may add to the difficulties inevitably growing out of it between the countries. You will perceive that I have abstained from even hinting at the specific measures suggested in your dispatch No. 651 of the 11th of July, as alternatives in the event of a refusal by the British government to come up to the present emergency. Considering the grave nature of the issue, I have thought it wiser not to give any handle to the pretense that resort to intimidation had been attempted. At the same time, I have endeavored to convey, in its full sense, what I believe to be the feeling excited in both the government and people of the United States, by the extraordinary and unjustifiable violations of neutrality continually permitted in this kingdom, of which the latest is the crowning instance.

In regard to the allegations made in the public prints, to which the Crown lawyers seem to have been disposed to attach consequence, of possible ownership of these vessels either by France or by Egypt, I ought, perhaps, to have mentioned, that on application through Mr. Dayton, in Paris, and to Mr. Musurus, the Turkish ambassador at this court, I had obtained satisfactory evidence of their falsehood.

I regret to be obliged to say that the most extraordinary circumstance attending this history is the timidity and vacillation in the assumption of a necessary responsibility by the officers of the Crown, visible throughout all these proceedings.

Since commencing this dispatch I have received a note from Lord Russell, a copy of which, as also of my reply, is now transmitted. I had been somewhat prepared for the intelligence it conveys by the appearance in the Post of this morning of an article bearing an official aspect, to the same effect. Under the peculiar circumstances attending the case, and the heavy responsibility which the ministry has assumed in taking this course, I trust I may be pardoned for suggesting the expediency of as much caution and forbearance as possible in the treatment of the subject in America.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

[For dispatch from Mr. Seward to Mr. Adams, No. 651, July 11, 1863, see subdivision "The Alexandra," *ante*.]

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, September 5, 1863.

MY LORD: At this moment, when one of the iron-clad vessels is on the point of departure from this kingdom, on its hostile errand against the United States, I am honored with the reply of your lordship to my notes of the 11th, 16th, and 25th of July and of the 14th of August. I trust I need not express how profound is my regret at the conclusion to which her Majesty's government have arrived. I can regard it no otherwise than as practically opening to the insurgents free liberty in this kingdom to execute a policy described in one of their late publications in the following language:

"In the present state of the harbor defenses of New York, Boston, Portland, and smaller northern cities, such a vessel as the *Warrior* would have little difficulty in entering any of those ports and inflicting a vital blow upon the enemy. The destruction of Boston alone would be worth a hundred victories in the field. It would bring such a terror to the 'blue-noses' as to cause them to wish eagerly for peace, despite their overweening love of gain, which has been so freely administered to since the opening of this war. Vessels of the *Warrior* class would promptly raise the blockade of our ports, and would even, in this respect, confer advantages which would soon repay the cost of their construction."

It would be superfluous in me to point out to your lordship that this is war. No matter what may be the theory adopted of neutrality in a struggle, when this process is carried on in the manner indicated from a territory and with the aid of the subjects of a third party, that third party to all intents and purposes ceases to be neutral. Neither is it necessary to show that any government which suffers it to be done fails in enforcing the essential conditions of international amity towards the country against whom the hostility is directed. In my belief it is impossible that any nation, retaining a proper degree of self-respect, could tamely submit to a continuance of relations so utterly deficient in reciprocity. I have no idea that Great Britain would do so for a moment.

After a careful examination of the full instructions with which I have been furnished, in preparation for such an emergency, I deem it inexpedient for me to attempt any recurrence to arguments for effective interposition in the present case. The fatal objection of impotency which paralyzes her Majesty's government seems to present an insuperable barrier against all further reasoning. Under these circumstances, I prefer to desist from communicating to your lordship even such further portions of my existing instructions as are suited to the case, lest I should contribute to aggravate difficulties already far too serious. I therefore content myself with informing your lordship that I transmit, by the present steamer, a copy of your note for the consideration of my government, and shall await the more specific directions that will be contained in the reply.

I seize this opportunity to pray permission of your lordship to correct a clerical error inadvertently made in my note of the 3d instant, in inserting the date of two notes of mine as having received the express approbation of my government. The intention was to specify only one, that of the 11th of July. The correction is not material, excepting as it conforms more strictly to the truth.

I pray your lordship to accept the assurances of the highest consideration with which I have the honor to be, my lord, your most obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *September 8, 1863.*

Lord Russell presents his compliments to Mr. Adams, and has the honor to inform him that instructions have been issued which will prevent the departure of the two iron-clad vessels from Liverpool.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, September 9, 1863.

MY LORD: I have the honor to acknowledge the reception of your lordship's note of yesterday, announcing the determination of her Majesty's government to prevent the departure of the war vessels now fitting out at Liverpool. I shall take great pleasure in transmitting a copy for the information of my government.

I have the honor to be, my lord, your most obedient servant,
CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

[From the Morning Post of September 8, 1863.]

EL TOUSSOUN AND EL MONASSIR.

"The first exploit of these two vessels of war, which have now almost arrived at completion in Mr. Laird's building yard, will be to run the home blockade of legal difficulties before they are allowed to proceed on their destined career, whatever that may be. Whether they can successfully navigate the channel beset with shoals and rocks through which the Alexandra was steered remains to be seen. There is now, we believe, little doubt that, under the terms of the foreign enlistment act, they are to be detained by government. The allegation against them is that they are fitted out for the purpose of carrying on hostilities against the United States. On the other hand, it is contended that they were built by order of a French house for the late Pacha of Egypt, who gave the firm a commission for the coinage of a large sum of money in France, and for the construction of two steam-rams in England. The money was duly coined and received in Egypt. The vessels were in course of construction when the Pacha died, and his successor repudiated that part of the contract. What the French house intends to do with them is not known. The accusation is, that they are destined for war with a friendly power. They will consequently be detained, and a court of law will determine whether, under the terms of the foreign enlistment act, the detention is legal, or whether the owners can recover them from the hands of the government."

Mr. Dudley to Mr. Seward.

[Extract.]

No. 148.]

UNITED STATES CONSULATE,
Liverpool, September 8, 1863.

SIR: I have the honor to inclose you a copy of a letter by me addressed to my attorney on the 5th instant, on the subject of the two rams

building by the Lairds for the insurgents. The letter was to ascertain from him whether everything had been done that we could do to stop the sailing of these two vessels. You will see by his answer, a copy of which is also inclosed, that he deems the affidavits sufficient to detain the vessels, and that we on our parts have done all we can do. They are marked Nos. 1 and 2. So far as I know, nothing has been done by the government to detain them. My application for the first one launched was made on the 7th of July. To this application no answer has yet been given to me. An article in the London Morning Post, of this morning, says they will be detained.

* * * * *

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Dudley to Mr. Squarey.

UNITED STATES CONSULATE,
Liverpool, September 5, 1863.

DEAR SIR: I have reason to believe that the English government do not think the evidence that we have laid before them sufficient to detain the two rams now building by the Messrs. Laird for the confederates, and that they will not do anything to stop their sailing. In view of this, I desire to know whether I can do anything more than I have done, or if the evidence we have can be placed in any stronger light or more effective manner before the government or authorities to accomplish the end we desire, namely, the detention of these vessels; in a word, whether you can suggest anything else that we can or should do. Please advise me at your *very earliest convenience*.

Very respectfully, yours, &c.,

THOMAS H. DUDLEY.

A. F. SQUAREY, Esq.

Mr. Squarey to Mr. Dudley.

NO. 10 WATER STREET,
Liverpool, September 5, 1863.

DEAR SIR: I am in receipt of your letter of this date, stating that you have reason to believe that the English government do not think the evidence laid before them sufficient to justify the detention of the two rams now building by Messrs. Laird & Co. for the confederates, and desiring to know whether you can do anything more than you have done to accomplish the detention of these vessels, and whether I can suggest anything else that can or should be done in the matter.

In reply, I beg to say that in my opinion, if the affidavits which have been submitted to the authorities are believed by them to be true statements of facts, a case has been made out which would justify the seizure and detention of the vessels. I am further of opinion that there is no sufficient ground for doubting the correctness of the facts detailed in the affidavits. The evidence as to the warlike character of the vessels seems to me to be entirely conclusive. The evidence that the vessels

are intended for the confederate service rests mainly upon the affidavits made by Clarence Randolph Yonge and George Temple Chapman. It is true that the cross-examination of these parties, on the trial of the Alexandra case, showed that Yonge's conduct in his domestic relations was extremely disgraceful, and that Mr. Chapman had, in order, as he put it, to serve his country, acted as a spy; but no attempt was made then, and nothing, so far as I know, has occurred since, to impugn the truthfulness of the evidence given by them. In my judgment, therefore, their affidavits in reference to these iron-clad rams are entitled to credit. After most anxious consideration, I must confess that I am at a loss to suggest anything more that can be done by you, or by my firm, to accomplish the end you have in view, namely, the detention of these vessels. The affidavits sent in are perfectly intelligible, and require no observations or explanations to assist their comprehension. Further evidence as to the character of the ships I cannot think necessary, and I am entirely at a loss to see how any further evidence is to be obtained as to their destination, for it must be borne in mind that in this stage of the proceedings we must rely entirely upon information given voluntarily, there being no power of compelling unwilling witnesses to tell what they know.

I remain, dear sir, yours very truly, (for partners and self,)

A. F. SQUAREY.

T. H. DUDLEY, Esq.,

United States Consul, Liverpool.

Mr. Adams to Mr. Seward.

[Extract.]

No. 493.]

LEGATION OF THE UNITED STATES,

London, September 10, 1863.

SIR: I have to acknowledge the reception from the department of dispatches numbered 677, and from 684 to 687, inclusive. On a re-examination of the files, I find that No. 676 has not yet been received.

The intelligence received here of the effect of the operations against Fort Sumter and Charleston has made much sensation. It seems to be the signal for a revolution in public opinion, which may become complete if the sequel of the military news should continue like the beginning.

Notwithstanding the notice in the Post of Tuesday, and the official communication to me of the decision of the government to prevent the departure of the war vessels at Liverpool, of which I apprised you in my last dispatch, forwarded out of course by yesterday's steamer, there seems to have been a singular delay in making the matter generally known to the public. The Times of this morning contains a leader predicated upon the supposition that no action has yet been taken, yet evidently designed to prepare the public mind for something of the kind in the end.

Lord Russell does not appear to have been in London on Tuesday, the day of the date of his note. I infer that either it was prepared here by an understanding with him previously agreed upon, or that he dictated it by telegraph from Scotland. The form seems to have been chosen to dispense with the necessity of a signature.

But a still more significant manifestation of the altered tone of the government is found in the speech made by Lord Russell at the opening of the new park at Dundee, yesterday, a report of which is published in the newspapers of this morning. He seems to have rather gone out of his way to take up the subject, in order to announce the policy of the government. You will not fail to observe the greatly increased firmness of his language, and more especially his intention that new powers may be solicited from Parliament, if those now held should prove insufficient. This is, at last, the true tone. I confess that I have more hopes of our prospect of being able to preserve friendly relations than at any moment since my arrival in England. Unless some new and untoward event should occur to make other complications, I see no barrier of a serious character to our continuance in peace.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 150.]

UNITED STATES CONSULATE,
Liverpool, September 11, 1863.

SIR: The rams building by the Lairds for the confederates still continue a fruitful topic of discussion in the newspapers.

Some contend they are to be stopped, others that they are not. Mr. Adams no doubt will advise you that the government have determined to detain them. Up to this writing they have not given the Lairds notice that they intend to stop the vessels, and they are pushing the work on them with as much expedition as possible. On the one launched on the 29th ultimo they have two gangs of hands at work, one during the day, the other at night. The collector has not as yet answered my applications of letters to him on this subject.

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 151.]

UNITED STATES CONSULATE,
Liverpool, September 16, 1863.

SIR:

One of the men from Laird's yard, on Monday morning, informed me that they commenced to take in coals on the ram launched on the 4th July on Sunday night, at twelve o'clock, and continued at it until six Monday morning; that the ram was to come out of her dock in Laird's

yard that day, was to go on a trial trip in the same way as the Alabama did, and never return to this port.

I thought it best to give the information to the collector, and accordingly addressed him a note, of which inclosed No. 1 is a copy.

She came out of Laird's dock into the river, about half-past eleven, on Monday, with her steam up, as the man had informed me she would; went up the river a short distance, and then entered what is called the Great Float, a public dock at Birkenhead, and now lies in the same place the Alabama lay when she was fitting out for sea. Have not learned whether the authorities interfered to prevent, or whether she intends to go on her trial trip at some future day.

They were at work finishing her turrets yesterday. The work goes on as briskly as ever on each vessel. Inclosure No. 3 contains a leader from the Daily Post, of Liverpool, on the rams and the civil war in the United States. Mr. Whitly, the editor, admits the war would never have taken place had Earl Russell told the confederates at first that they would have no aid, directly or indirectly, from England.

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Dudley to Mr. Edwards.

UNITED STATES CONSULATE,
Liverpool, September 14, 1863.

SIR: I am informed that the iron-clad ram which Messrs. Laird are building for the confederates, and which was launched from their yard on the 4th day of July last, commenced to take in coals from railway carriages last night at twelve o'clock, and continued so to do up to six o'clock this morning; that said vessel has all the material on board necessary to complete her, and that she is to leave her dock this morning, and go out on a pretended trial trip, and not again return to this port, but, at once, sail on her destined cruise to make war against the United States. You will recollect the Alabama sailed from this port on a trial trip, from which she never returned. I have felt it my duty to give you this information, and hope you will take steps, at once, to prevent her from sailing.

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

S. PRICE EDWARDS, Esq., *Collector.*

[From the Liverpool Daily Post.]

Just now we want a Cromwell, not a Russell. England might, and ought to have prevented the war in America, and owing to her want of proper policy the thousands of people in Lancashire are, at this moment, dying a lingering death for want of food. We state this on the authority of the Times correspondent, who speaks from personal knowledge. Such are the consequences of a war that never would have taken place had Earl Russell told the confederates at first that they would have no aid, directly or indirectly, from England.

Mr. Wilson to Mr. Seward.

LEGATION OF THE UNITED STATES,
London, September 16, 1863.

SIR: I have the honor to receive your note of the 28th of August, in acknowledgment of the receipt of mine of the 14th. When I wrote, there was every reason to believe that the iron-clads would be allowed to sail, and the official dispatch of Earl Russell of the 1st, stating that the government could not, in any way, interfere with them, shows that I was right in my conclusions.

Understanding that there was a movement on foot to get them out under the French flag, on the plea that a French agent had purchased them for the Pacha of Egypt, and Mr. Adams being absent, I at once wrote to Mr. Dayton, and telegraphed Mr. Thayer, at Alexandria. Mr. Dayton lost no time in obtaining from Mr. Drouyn de Lhuys an explicit denial of the right to use the French flag for such a purpose, and Mr. Thayer replied that the Pacha had not purchased these iron-clads. I also obtained, on a personal application, a like denial from M. Musurus, the Turkish ambassador here. This information was used immediately by Mr. Adams on his return, and, I have no doubt, was of use in changing the purpose of the government, as instructions were soon after given for the detention of these formidable vessels. Earl Russell, likewise, in a very long and labored dispatch, informs Mr. Adams, this morning, that he had also obtained the same information. At all events, the vessels are *temporarily* detained, and we all feel relieved. Still, the work upon them is allowed to proceed as vigorously as ever, and one of them has taken her coals on board at midnight, and is now ready for sea. The arrival of ninety of the Florida's crew at Liverpool, and the published statement that the iron-clad was going on a trial trip with the permission of the authorities, coupled with the wording of Earl Russell's note, that "the vessels would be detained until inquiries were brought to a conclusion," all point to the danger of their yet escaping. If happily, however, they shall be refused clearance, I am firmly of the opinion that the range of General Gilmore's guns has had more weight than all other evidence and arguments.

I am induced to write in advance of dispatch day, by reason of the many contradictory reports set afloat in the papers concerning the action of the government. Earl Russell reiterates, in his last note, that the government have issued instructions to prevent the iron-clads from sailing "until satisfactory evidence is furnished of their destination," &c., &c. Yet, with all the officers of her Majesty's customs at Liverpool unfriendly, they may get out. The vessels are not seized, and, of course, not in custody. The confederates are desperate, and I should not be at all surprised to hear at any time of this pirate having stolen out to sea. The Florida is at Brest, dismantled, and a full complement of men are ready for any new piratical undertaking. I think the same preparations should continue to be made at home for the reception of these pirates as though they were already on the high seas.

You will please excuse this unofficial way of dealing with official matters, but I have thought that the great importance attached to everything connected with the dispatch of a hostile fleet from Great Britain would warrant the communication of intelligence concerning it, outside of the legitimate channel, if a few days' information in advance were thus obtained. Mr. Adams has now returned, however, and will, doubt-

less, communicate officially the further correspondence upon this all-important subject, by the next steamer.

I am, sir, your obedient servant,

CHARLES L. WILSON.

Hon. F. W. SEWARD,
Assistant Secretary of State.

Mr. Adams to Mr. Seward.

No. 497.]

LEGATION OF THE UNITED STATES,
London, September 17, 1863.

SIR: I have to acknowledge the reception this week of your dispatch, No. 688, of the 31st of August. I am glad to learn by it that you have returned to your duties, at Washington, invigorated by your excursion.

The only subject of interest during this week has been the situation of the iron-clad vessels at Liverpool. On Monday morning I was a little startled by the appearance in the morning newspapers of contradictory statements. The Post, which had been the first the week before to announce the detention of the ships, now came out with an intimation that the interdict would be soon removed, as the true object of the vessels would be made known. In the mean time Mr. Laird would be permitted to make a trial trip, on the promise that he would bring the vessel back to port on the same day. Concurrently with my reading of this notice, I received a telegram from Mr. Dudley, at Liverpool, announcing that one of the vessels had been taking in coals during the night, and was about to depart on what is called a trial trip, from which she would not return.

On that very same morning special notices, drawn up in identical terms, appeared in the Times, the News, and the Star, to the effect that the government had decided to detain the vessels for a decision upon their character. The official nature of this statement was distinctly marked.

Whilst I was in doubt what to make of this, I received another telegram from Mr. Dudley, announcing that the vessel, instead of going out on a trial trip, as expected, had been floated to Birkenhead, as if to lie up in dock.

The same evening I received from Lord Russell the note, a copy of which is herewith transmitted. Although the reasoning is a little varied from that in his preceding papers, I concluded that it would be better to enter into a pretty full consideration of it, if for no other motive, at least to soften in a degree the character of my former note, at which he appears to take exceptions. A copy of my reply accompanies this dispatch.

On the whole, I scarcely know what to say of the prospect for the future. The fact that there is great vacillation of purpose is apparent from the record as it has been laid before you. The disinclination to run a risk of extremities is evident not only by the change of policy, but by the altered tone of the London Times, in discussing this question. On the other hand, the pressure of the opposite interest in Liverpool and London is very formidable, and it has more or less of co-operation within the cabinet itself. I am afraid that a neatly-invented falsehood might have an effect to procure the release of the vessels. At the same time I think the desire of Lord Russell and the liberal portion of the cabinet, to act in good faith as far as they can, up to the line of their

neutral obligations, may be relied upon, should the circumstances favor the prosecution of their policy. Something will depend on the course of events in America.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *September 11, 1863.*

SIR: I have received your letter of the 5th instant, and have read it with great regret.

It has been the aim of the government of Great Britain to maintain a strict neutrality between the parties who for two years have carried on a civil war of unusual extent and loss of life on the continent of North America.

Her Majesty's government have, for the most part, succeeded in this impartial course. If they have been unable to prevent some violations of neutrality on the part of the Queen's subjects, the cause has been that Great Britain is a country which is governed by definite laws, and is not subject to arbitrary will. But law, as you are well aware, is enforced here, as in the United States, by independent courts of justice, which will not admit assertion for proof, nor conjecture for certainty.

In the United States, as in England, questions of this nature have been discussed by judges of great legal ability, whose learning and impartiality have given weight and authority to their decisions in every part of the civilized world.

Her Majesty's government feel confident that the President of the United States will be disposed rather to resort to those great expositors of international law, and to be guided rather by a careful examination of the course of her Majesty's government, than to yield to the hasty conclusions and prejudicial imputations of public clamor.

For instance, in the case still pending of the iron-clad steam-rams at Birkenhead, Mr. Seward, with his knowledge and perspicuity of judgment, cannot fail to acknowledge that it was necessary to show, not only that these vessels were built and equipped for purposes of war, but also that they were intended for the so-called Confederate States.

With a view to complete the evidence on this head, it was material to prove that the iron-clads were not intended for the French government, or for the Pacha of Egypt. With respect to the French government, her Majesty's government have received, upon inquiry, assurances, through Earl Cowley and the Marquis of Cadore, that the French government have nothing to do with the Birkenhead iron-clads.

In respect to the Egyptian government, it was only on the 5th instant that her Majesty's government received a dispatch from Mr. Colquhoun, her Majesty's consul general in Egypt, which is conclusive on this subject.

Mr. Colquhoun reported on the 28th August, that M. Bravay, a French subject, and a member of the French Chamber of Deputies, had stated to Ismail Pacha, very lately, that the orders for the two iron-clads were given when said Pacha was last in Paris. M. Bravay seems to have urged Ismail Pacha to fulfill the verbal contract of his predecessor, and to purchase these vessels, for which he, M. Bravay, had paid, as he alleged, a large sum on account,

But Ismail Pacha, Mr. Colquhoun adds, refused to purchase these vessels.

From this example, and that of the vessels built for the Emperor of China, whose name was alleged all over the United States to be a mere sham to cover the real destination of the vessels, the President will gather how necessary it is to be dispassionate and careful in inquiries and statements upon subjects involving such great interests, and affecting the good faith and the character of a power so honorable as Great Britain.

These matters will, no doubt, be duly and dispassionately considered by the government at Washington, however they may have been understood in London.

I deem it right, however, to observe that the question at issue between yourself and her Majesty's government relates to two separate and distinct matters, the general international duties of neutrality, and the municipal law of the United Kingdom. With regard to the general duties of a neutral, according to international law, the true doctrine has been laid down repeatedly by Presidents and judges of eminence of the United States, and that doctrine is, that a neutral may sell to either or both of two belligerent parties any implements or munitions of war which such belligerent may wish to purchase from the subjects of the neutral; and it is difficult to find a reason why a ship that is to be used for warlike purposes is more an instrument or implement of war than cannon, muskets, swords, bayonets, gunpowder, and projectiles to be fired from cannon and muskets. A ship or a musket may be sold to one belligerent or the other, and only ceases to be neutral when the ship is owned, manned, and employed in war, and the musket is held by a soldier, and used for the purpose of killing his enemy. In fact, the ship can never be expected to decide a war or a campaign, whereas the other things above mentioned may, by equipping a large army, enable the belligerent which requires them to obtain decisive advantages in the war.

Then, again, as regards the employment of the subjects of a neutral by either belligerent: it is obvious that even if the whole crew of a ship of war were composed of the subjects of a neutral, that crew would have less influence on the results of the war than whole regiments and brigades employed on land, and composed of the subjects of a neutral state.

Now, admitting that the confederates have been able to employ some vessels built in the United Kingdom, in spite of the efforts of her Majesty's government to prevent it; and admitting, also, that which is believed to be the fact, that the confederates have derived a limited supply of arms and ammunition from the United Kingdom, notwithstanding the federal blockade of their ports; yet, on the other hand, it is perfectly notorious that the federal government have purchased in and obtained from the United Kingdom a far greater quantity of arms and warlike stores.

As far, then, as regards the drawing warlike supplies from the United Kingdom, the federal government has done in that respect a great deal more than the confederates have done; and if, in contradiction to the doctrine repeatedly and deliberately promulgated by Presidents of the United States, the furnishing of such supplies by the subjects of a neutral to one belligerent is, as you would seem to represent it, an act of war against the other belligerent, the United Kingdom of Great Britain must be deemed to be at war with both the contending parties in North America, but to have given greater assistance in the war to the federals than to the confederates.

But if the question with regard to men is to be raised, the difference is far greater. Even admitted, as asserted by you, though her Majesty's government have no knowledge of the fact, that a small number of British subjects have, in defiance of her Majesty's proclamation, engaged in the service, either by sea or land, of the confederates, it might be asked whether no British seamen are now employed in the naval service of the United States government? At all events, it is well known that large numbers of natural-born subjects of her Majesty have fought and fallen in the ranks of the federal armies, and it is confidently asserted, though her Majesty's government have no proof of the fact, that agents of the federal government are employed within the United Kingdom to engage subjects of her Majesty to emigrate to the United States with a view of engaging when there in the military service of the federal government.

Her Majesty's government would fain hope that such reports are unfounded, because such a proceeding would not only be a departure from international comity, inasmuch as it would be tempting British subjects to act in violation of her Majesty's proclamation, but it would also be diametrically at variance with the doctrine laid down by the President of the United States, upon a similar matter in 1855, during the war between Great Britain and Russia.

Upon the second branch of this subject, namely, the question how far her Majesty's government have enforced the municipal law of the United Kingdom commonly called the "foreign enlistment act," her Majesty's government can only repeat that they have taken every step to enforce that law, which by legal authority they have been advised to be within their competency, and her Majesty's government will, from a due regard to their own good faith, and to the national dignity, continue, without regard to any other considerations, to pursue the same course.

Her Majesty's government forbear from making any remarks upon the passage which is quoted by you from some confederate newspaper, the editor of which tries to show what damage the Warrior could inflict upon the seaboard of the federal States. Such remarks have, happily, no bearing upon the present state of things, and may be dismissed without comment.

Her Majesty's government, in conclusion, can only hope that the government at Washington may take a calmer and more dispassionate view of these matters than seems to be inferred from your note; but, at all events, her Majesty's government can, with perfect sincerity, assure you that it is their earnest desire faithfully to perform the duties of neutrality in the unhappy conflict which now devastates so large a portion of the States of North America, and that so far from being animated by any feelings of hostility towards either of the contending parties, they would deem it fortunate and honorable to Great Britain if any opportunity should occur which could offer to her Majesty's government the slightest chance of being in any way useful in promoting the establishment of peace.

I have to add that instructions have been issued for preventing the departure of the iron-clad vessels in question from Liverpool until satisfactory evidence can be given as to their destination, or, at all events, until the inquiries which are now being prosecuted with a view to obtain such evidence shall have been brought to a conclusion.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, September 16, 1863.

MY LORD: I have the honor to acknowledge the receipt, on the 14th, of your note, dated on the 11th, in reply to mine of the 5th of the current month.

Your lordship remarks that you had read my letter with great regret. On my part, I am very sure that it could not exceed the regret with which I wrote it.

You are pleased to observe that her Majesty's government hopes my government may take a calmer and more dispassionate view of the matters involved in this discussion than seems to be inferred from my note. If in that note I should have unfortunately led her Majesty's government to any inference of the kind, I can only assure your lordship that the fault must be exclusively mine. At the same time I feel it my duty not to disguise from you the very grave sense it entertains of the danger that her Majesty's kingdom may be freely used by the enemies of the United States, in conjunction with numerous ill-disposed subjects of her own, to carry on a war against them in manner and spirit wholly at variance with the rules of neutrality which her Majesty's government has prescribed for itself in the present contest, as well as with the stronger obligations of amity and good will imposed by solemn treaties long since entered into between the parties.

Your lordship appears disposed to throw aside the extract made in my note from an insurgent publication as "happily having no bearing upon the present state of things." That publication was predicated upon the expectation raised by the report of the case of the *Alexandra*, that no further obstructions to the full execution of the policy therein indicated would be made in the ports of her Majesty's kingdom. Coming, as it did, in corroboration of secret information derived from other sources, I certainly felt as if it was incumbent upon me to lay before you a view of the consequences not unlikely to result from the adoption of the conclusions announced to me in your note of the 1st, which fully justified that expectation. If her Majesty's government have not the power to prevent the harbors and towns of a friendly nation from being destroyed by vessels built by British subjects, and equipped, manned, and dispatched from her harbors with the intention to work that immense mischief, then is the neutrality of the kingdom nothing more than a shadow, under which war may be conducted with more effect than if undisguised, and all international obligations, whether implied or expressed, not worth the paper on which they are written.

It is no part of my intention to renew with your lordship the discussion of the extent to which a belligerent may draw resources from the territories of a neutral, nor yet to examine the degree in which the respective parties to the present contest have done so in Great Britain.

The limit in the first instance is well known to be the law of trade, which passively ignores the character of the purchaser. That limit, I desire once more to declare to your lordship, has never been passed by the government of the United States, whatever may be the insinuations or intimations to the contrary, to which your lordship alludes. The repeated and authorized denials of them made by me would seem, in ordinary courtesy, to be entitled to full confidence, at least so long as it is admitted that no evidence exists to impair its reputation for good faith.

On the other hand, the history of the past two years has proved beyond the possibility of denial that the insurgents have steadily and persistently been engaged in transgressing the limit above laid down. They have built ships in the ports of this kingdom with the intent to make war on the United States; they have equipped and armed those ships with the aid of British subjects; they have manned those ships by the enlistment of British subjects, and without ever entering any insurgent harbors; they have sailed on the high seas committing depredations on the property of the people of the United States under the protection of the British flag. In advance of this series of proceedings I have been steadily engaged in making representations of the danger of the same to your lordship, the correctness of which has been almost uniformly verified by the result. In the very first instance in which I had the honor to present a remonstrance to your lordship, (the case of the gunboat *Oreto*), it appears, from the admission of the individual now in command of that vessel, under the name of the *Florida*, that she was built in the port of Liverpool with the intention to carry on war against the United States. I quote from the language of a letter signed J. N. Maffitt, which has appeared in the public prints, when I say that "that corvette has, in fact, been built and armed by the government of the Confederate States of America."

This building and arming are well known to have been done from the ports and harbors of Great Britain and its dependencies; and just so has it been with the other vessels of the same nature now on the ocean, that have never yet earned any national character excepting that which may attach to them from the territory where they were built, equipped, manned, and armed.

It is unnecessary for me to enlarge further upon this view of the case, or to contrast this conduct of the insurgents with that observed by the United States. I shall content myself only with pointing out to your lordship that the suffering by Great Britain of such proceedings as I have complained of is in violation of the rules of neutrality established by the law of nations, as laid down by distinguished writers, including your lordship, as well as of the very terms of the enlistment act, as adopted in this kingdom for the purpose of enforcing those rules.

This is the language of Martens on the subject:

"Celui là, au contraire, blesse les devoirs de la neutralité qui, sans engagements antérieurs, * * * * * tolère sur son territoire les préparatifs militaires de l'une des puissances belligérentes, *en souffrant des armemens en course*," &c., &c.

I now quote from the authority of your lordship himself:

Attempts on the part of the subjects of a neutral government to take part in a war, or to make use of a neutral territory as an arsenal or barrack for the preparation and inception of direct and immediate hostilities against a state with which their government is at peace, as by enlisting soldiers, or fitting out ships of war, and so converting, as it were, neutral territory into a hostile depot or post, in order to carry on hostilities therefrom, have an obvious tendency to involve in the war the neutral government which tolerates such proceedings. Such attempts, if unchecked, might imply at least an indirect participation in hostile acts, and they are, therefore, consistently treated by the government of the neutral state as offenses against its public policy and safety, which may thereby be implicated."

How far the enlistment act appears to have been infringed upon, I trust I need go no further to show than to quote the view, with which

your lordship has heretofore honored me, of what acts constitute a violation of that statute:

"The foreign enlistment act is intended to prevent the subjects of the Crown from going to war when the sovereign is not at war.

"Thus, private persons are prohibited from fitting out a ship of war in our ports, or from enlisting in the service of a foreign state at war with another state, or in the service of insurgents against a foreign sovereign or state. In these cases the person so acting would carry on war, and thus might engage the name of their sovereign and of their nation in beligerent operations."

And here your lordship will permit me to remind you that her Majesty's government cannot justly plead the inefficacy of the provisions of the enlistment law to enforce the duties of neutrality in the present emergency as depriving them of the power to prevent the anticipated danger. It will doubtless be remembered that the proposition made by you, and which I had the honor of being the medium of conveying to my government, to agree upon some forms of amendment of the respective statutes of the two countries, in order to make them more effective, was entertained by the latter, not from any want of confidence in the ability to enforce the existing statute, but from a desire to co-operate with what then appeared to be the wish of her Majesty's ministers. But, upon my communicating this reply to your lordship, and inviting the discussion of propositions, you then informed me that it had been decided not to proceed any further in this direction, as it was the opinion of the cabinet, sustained by the authority of the lord chancellor, that the law was fully effective in its present shape.

It should here be observed that it was because I inferred from the language of your lordship's note of the 1st of this month a virtual abnegation by her Majesty's government of all power practically to prevent the violation of these admitted obligations of neutrality notoriously going on within this kingdom, that I felt it my duty to represent in firm, but I trust not disrespectful nor unsuitable language, the strong sense of injury which my government would unquestionably entertain on learning the unfortunate conclusion to which they had arrived.

And here I must ask permission of your lordship to observe that the disposition shown in that note to attach credit to a fraud which, to me, seems so transparent as that attempted in the person of Mr. Bravay, was calculated to inspire in me the most serious fears of the possibility of my ever being able to interpose the smallest obstacle in future to the most barefaced imposture that might be practiced in these cases on her Majesty's government. Well knowing the unscrupulous character of the parties engaged in these operations, I had every reason to apprehend they would always be prepared with some similar specious pretence to annul any attempts further to hinder their illegal operations.

The stipulated ownership of this Mr. Bravay appears to have dated so long back as on the 3d of July last. It was first alleged that it had been claimed through the official agency of the consul of France at Liverpool. And in this form the story was honored by the countenance of the first minister, Lord Palmerston, in the debate which took place in the House of Commons on the 23d of that month. Your lordship will recollect that I took immediate measures to procure an effectual disavowal of that authority by the French consul, and to furnish the evidence to you. Supposing that her Majesty's government were perfectly satisfied with this, you may judge of my extreme astonishment when I gathered from your note of the 1st instant that her Majesty's government, nearly two months afterwards, was still entertaining doubts about the

truth of this story, and had not, during the long interval, obtained the evidence to set the matter at rest. Had your lordship done me the favor to mention the doubt at any time, I flatter myself that I could have supplied the necessary proof to dispel that illusion. I could have pointed out the fact that Mr. Bravay, professing to act as the agent of the Pacha of Egypt, yet carefully abstaining from any communication with his alleged employer, had addressed himself instead to the Emperor of the French, to get the support of his embassy in England, in order to effect the transfer of the vessels from under the British authority.

He was foiled in this attempt by the plain answer, that the ships having a foreign destination, the French agents had no authority to intervene with the British government to effect such a transfer. Not satisfied with making this answer, however, I am informed that the French government at once applied to the Viceroy of Egypt in order to verify the correctness of Mr. Bravay's statement. The answer was, what might naturally have been inferred, a complete disavowal of any share in the transaction. Mr. Bravay, on being applied to for a copy of any contract under which he could claim to act for the Pacha, was obliged to confess that he had none. But he then pretended that his agreement was verbal with a person who he was sure could not this time be confronted with him to prove his want of veracity, the late Pacha of the same country.

Such being the facts attending this extraordinary imposture, your lordship may judge of my surprise on learning from your note that on 1st of September "the inquiries set on foot by her Majesty's government had failed to show that the statement of French ownership was without foundation;" furthermore, that "there was no legal evidence against Mr. Bravay's claim, and that the responsible agent of the customs at Liverpool affirmed his belief that these vessels had not been built for the confederates." Lastly, "that upon these and other grounds her Majesty's government were advised that they could not interfere in any way with these vessels."

Under these circumstances, I trust I may be pardoned if I was somewhat moved on perceiving that the peace of two great countries, and the lives of, perhaps, thousands of the people inhabiting them, were about to be seriously endangered by the acts of profligate and unscrupulous mischief-makers, whose operations were to be permitted by reason of the want of a scruple of technical evidence to prove a gross and flagrant fraud.

With regard to the opinion of her Majesty's customs agent at Liverpool, I had already had abundant causes to know the value of that in various preceding instances in which I have had occasion to address remonstrances against the notorious proceedings at that port. If her Majesty's ministers look no further for proof to invalidate the evidence which I have had the honor to present, I can readily foresee what will be the issue. I respectfully submit that the interests of two nations are of too much magnitude to be measured by the infinitesimal scale of the testimony permissible before a jury in a common law court. I may be pardoned if I here remind your lordship of the significant language used in a parallel case in former days by that distinguished British statesman, George Canning, when he deprecated the consequence of permitting the paltry pettifogging way of fitting out ships in British harbors, to "*sneak his country into a war.*" It may, indeed, well be that the inability to prevent some violations of neutrality in past instances, which your lordship is candid enough to confess, may be regarded by the United States as proceeding from special causes, which ought not to impair confidence in the enforcement of a general policy of neutrality by her Majesty's gov-

ernment; but I pray your lordship to consider what can be that security, when all the barriers are virtually removed out of the way of an effective levying of war against them from this kingdom on the most formidable scale.

I feel it my duty to persist in the opinion that the evidence which I have had the honor to present to your attention, in regard to the character and intent of the war vessels fitting out at Liverpool, is entitled to belief, at least so long as it is not rebutted by far stronger proof to the contrary than that held out by the unsupported word of a French commercial adventurer, found to have been capable of prevarication, if not of absolute falsehood, or by the bare opinion of an official person probably entertaining a sympathy with the cause of the guilty parties. The very fact that resort has been had to such flimsy pretences to prevent the detection of the true object, seems to afford the strongest proof that that object is not a lawful one, and is the one pointed out in that evidence. All exterior circumstances go to confirm this view. The universal impression notoriously existing in Liverpool, the concurrent intimations of the press of the insurgent States, and the absence of any other suitable explanation, though not constituting in themselves technical evidence, are yet important adjuncts to that which may fairly be classed under the definition. For myself, I must add that I entertain not a shadow of doubt that the substance of the evidence is true. If, then, there be any virtue in the authority upon which her Majesty's government deliberately decided that the provisions of the enlistment act could be enforced without the need of any amendment, this is, surely, a most fitting and urgent occasion upon which all the majesty of the law may be invoked to the end of establishing justice and maintaining peace.

In conclusion, I pray your lordship's attention to the fact that, in spite of the decision to which her Majesty's government appear to have arrived, and which you have done me the honor to communicate to me, I have reason to believe that no efforts are intermitted to prepare the war vessels for immediate departure. Well acquainted, as I am, with the desperate character of the chief persons engaged in the insurrection in the United States, I shall be little surprised at learning of their resort to any and every expedient, however audacious or dishonest, which may have for its object the possession of these formidable ships.

I pray your lordship to accept the assurances of the highest consideration with which I have the honor to be, my lord, your most obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 153.]

UNITED STATES CONSULATE,
Liverpool, September 19, 1863.

SIR: A merchant of the first respectability, on the 17th instant, informed me that the ram first launched was to be completed and handed over to her owner to-day, and to be at once placed under the Danish flag, and on Monday next to leave this port under this flag. He assured me that this information came directly from the Lairds, and that I could rely on its being true. My informant understood this as being a mere

dodge to get them out. He further informed me that the Lairds asserted in the most positive manner that the rams had not been stopped. I at once called on the Danish consul at this port; told him what I had heard. He assured me that he knew nothing about it, and promised to let me know if an application was made to him to put them under his flag. I communicated all this, the same day, to Mr. Adams.

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Seward to Mr. Adams.

No. 714.]

DEPARTMENT OF STATE,
Washington, September 19, 1863.

SIR: Your dispatch of the 3d of September (No. 486) has been submitted to the President, and I have the pleasure of informing you that your proceedings therein related, in regard to a further representation to Earl Russell on the subject of the iron-clad vessels at Lairds' ship-yards, are approved.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Seward to Mr. Adams.

No. 716.]

DEPARTMENT OF STATE,
Washington, September 19, 1863.

SIR: Your dispatch of the 4th of September (No. 488) has been submitted to the President. Your proceedings therein mentioned, including the protest you have made against permitting the iron-clads at Lairds' to depart on their destructive errand, are distinctly and unreservedly approved.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Seward to Mr. Adams.

[Extract.]

No. 717.]

DEPARTMENT OF STATE,
Washington, September 19, 1863.

SIR: I have submitted to the President your dispatches of the 4th of September, (No. 490,) and of the 5th of September, (No. 491.) With these papers came two notes addressed to you by Earl Russell, one under date of the 1st of September, and the other under that of the 4th instant, and both of which relate to the subject of the iron-clads at Lairds' ship-

yard in Liverpool. Simultaneously with these papers, the honorable William Stuart, her Majesty's acting chargé d'affaires, called at this department and made a statement upon the subject of that correspondence, to the effect set down in a memorandum, which you will find appended to this communication. Not knowing whether her Majesty's government may have thought it proper to advise you of its views as fully as here they have advised us, and yet thinking it important that you should have all the information which this department possesses, I have concluded to give you this information. * * *

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

MEMORANDUM.

Mr. Stuart called on the 18th instant to say that he had received a confidential note authorizing him to say to Mr. Seward that an order was sent on the 5th instant to stop the steamers from leaving port. That this order was given prior to the receipt of Mr. Adams's note of the same date. That the British government believed the vessels were not originally ordered by the "confederates," or by persons in their interest, yet deemed it not improbable that they might have since been transferred to such persons. That the British government still doubted whether affidavits or other evidence sufficient to meet the requirements of the courts of law could be obtained; yet that, in view of all the circumstances, they had decided to take the risk of stopping the vessels. Mr. Stuart remarked that relations between the two countries had become rather critical on this point, but that he trusted this was now past, and he hoped that hereafter affairs between us would go on more smoothly. He was sure the intelligence would be gratifying to Mr. Seward, and perhaps relieve some anxiety, as he (Mr. Seward) might have received by the mail different and more alarming intelligence. He remarked that the note to him was a confidential one, and suggested that for the present publicity should not be given to the matter.

The Assistant Secretary, to whom Mr. Stuart made this communication, in reply, promised to convey its substance to the Secretary and the President, who, he did not doubt, would receive it with much satisfaction, and would regard it as confidential, for the present, understanding that to be the wish of the British government.

Mr. Seward to Mr. Adams.

No. 725.]

DEPARTMENT OF STATE,

Washington, September 28, 1863.

SIR: I have to acknowledge the receipt of your dispatch of the 8th of September, (No. 492,) together with the correspondence which took place between Earl Russell and yourself on the occasion of the decision of her Majesty's government to prevent the departure of the iron-clad steamships which have been prepared at Liverpool to make war against the United States.

You are already aware of the considerations affecting the safety of our

country which make this proceeding eminently gratifying. There are, however, other circumstances which ought not to be overlooked. This government has not been forgetful of the agency of disloyal citizens of the United States in inaugurating the hostile enterprise, and in instigating debates in Parliament and in the press which have tended to embarrass the British ministry, and aggravate the responsibility which has devolved upon them. The President, therefore, thinks that he apprehends in some degree the firmness and fidelity to just principles which the cabinet of London has exercised. Nor does he for a moment doubt that a sincere desire to cultivate the friendship of the United States has had its proper influence in the determination at which the cabinet has arrived. You will, therefore, specially inform Earl Russell that the government of the United States will hereafter hold itself obliged, with even more care than heretofore, to endeavor to conduct its intercourse with Great Britain in such a manner that the civil war in which we are unhappily engaged shall, when it comes to an end, leave to neither nation any permanent cause of discontent.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Mr. Seward.

[Extracts.]

No. 504.]

LEGATION OF THE UNITED STATES,
London, October 1, 1863.

SIR: I have to acknowledge the reception of dispatches from the department, numbered from 702 to 709, inclusive.

The event of the week has been the speech of Earl Russell at Blairgowrie, evidently drawn forth by the report of Mr. Sumner's address at New York. A newspaper report of it was transmitted to you, by Mr. Wilson, in the middle of the week; it shows a marked advance in his lordship's opinions, as well as in his confidence in expressing them. If we could understand him as conveying the sense of the ministry, his tone would be calculated to inspire confidence in its future policy. But I regret to perceive indications of a disposition to leave the question of the detention of the steam war vessels so far doubtful as to encourage the rebels to keep their hold upon them. Were it not for this, there are parties here who would be glad to negotiate for them in a legitimate way, and thus remove at once this fruitful cause of difficulty between the countries. I hope in a few days to be in a situation in which I may be able to do something to bring this result about.

I transmit copies of a note from Lord Russell to me of the 25th instant on this subject, and of my reply.

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I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Earl Russell to Mr Adams.

FOREIGN OFFICE, *September 25, 1863.*

SIR: I have had the honor to receive your letters of the 16th and 17th of September.

As the whole question is under the consideration of her Majesty's government, and the orders given not to permit the iron-clads to leave Liverpool until further inquiry has been made, seem to be sufficient for the purpose of the present moment, I will delay any answer to these letters till the facts have been more fully ascertained.

It is right to inform you that upon receiving assurance, which the treasury considers satisfactory, that the vessel shall be returned to Birkenhead, the Messrs. Laird have been permitted to make a trial trip with the vessel which is the most advanced.

I can assure you that I am not less anxious than yourself that the duties of neutrality should be performed strictly and impartially by the government of Great Britain.

There are, however, passages in your letter of the 16th, as well as in some of your former ones, which so plainly and repeatedly imply an intimation of hostile proceeding towards Great Britain on the part of the government of the United States, unless steps are taken by her Majesty's government which the law does not authorize, or unless the law, which you consider as insufficient, is altered, that I deem it incumbent upon me, in behalf of her Majesty's government, frankly to state to you that her Majesty's government will not be induced by any such consideration either to overstep the limits of the law, or to propose to Parliament any new law which they may not, for reasons of their own, think proper to be adopted. They will not shrink from any consequences of such a decision.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, September 29, 1863.

MY LORD: I have the honor to acknowledge the reception of your note of the 25th instant. I shall take pleasure in transmitting a copy to my government.

I must pray your lordship's pardon, if I confess myself at a loss to perceive what portions of my late correspondence could justify the implications to which you refer. So far from intimating "hostile proceeding towards Great Britain," "unless the law, which" I "consider as insufficient, is altered," the burden of my argument was to urge a reliance upon the law as sufficient, as well from the past experience of the United States as from the confidence expressed in it by the most eminent authority in the kingdom. Neither do I find any ground for the other implication. It is very true that I have deeply regretted the supposition that her Majesty's government should admit itself powerless to execute any of those obligations which are recognized by the consent of civilized nations, as well as the faith of treaties, to be binding equally upon all, and I have

taken the liberty to point out the consequences which follow that inability, in the absolute necessity imposed upon an aggrieved party to defend itself from the worst of injuries. This is the principle which I have been directed to maintain, not from any idea of presenting any form of condition whatever to her Majesty's government, but from a confident expectation that an address to its sense of right may avail to gain for the United States exactly the same measure of justice which it would expect from that country in return, were the respective situations reversed. If, in any respect, I have appeared to transgress the line of argument here laid down, I pray your lordship to consider the fault as one not of intention on my part, and not at all belonging to my government. In transmitting your lordship's note without further comment, I shall hope to be able to submit the question in what degree its sentiments may have been in any particular misinterpreted by me.

I trust that it is unnecessary for me to make any assurances to your lordship of the earnestness with which I have ever striven to maintain to the utmost of my power the relations of amity and good will between the two countries.

I pray your lordship to accept the assurances of the highest consideration with which I have the honor to be, my lord, your most obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Mr. Seward to Mr. Adams.

No. 729.]

DEPARTMENT OF STATE,
Washington, October 5, 1863.

SIR: I have had the honor to receive and to submit to the President your dispatch of the 17th of September, No. 497, which relates to the iron-clad vessels built at Lairds' ship-yards for war against the United States, and which is accompanied by a very interesting correspondence which has taken place on that subject between yourself and Earl Russell.

The positions you have taken in this correspondence are approved.

It is indeed a cause of profound concern that, notwithstanding an engagement which the President has accepted as final, there still remains a doubt whether those vessels will be prevented from coming out, according to the original hostile purposes of the enemies of the United States residing in Great Britain. You have, however, exhausted the argument upon that subject; nor do I perceive that your exposition can be improved or materially re-enforced. Earl Russell remarks, that her Majesty's government having proclaimed neutrality, have in good faith exerted themselves to maintain it. I have not to say now for the first time, that however satisfactory that position may be to the British nation, it does not at all relieve the gravity of the question in the United States. The proclamation of neutrality was a concession of belligerent rights to the insurgents, and was deemed by this government as unnecessary, and in effect as unfriendly, as it has since proved injurious to this country. The successive preparations of hostile naval expeditions in Great Britain are regarded here as fruits of that injurious proclamation.

Earl Russell adds that the United States have derived some military supplies from Great Britain, and enlisted many British subjects in their cause. But it can hardly be denied that neither such supplies nor such

men would have been necessary if Great Britain had not, so far as she was concerned, first raised the insurgents to the position of belligerents. Neither the government of Great Britain, nor any other recognized party, has contended, or can contend, that the United States have violated any municipal law, or any treaty, or the law of nations, or even comity towards the British government, in the proceedings by which they have received as merchandise supplies derived from British sources, and have accepted British subjects voluntarily residing in our own country, and voluntarily enlisting as soldiers and seamen in maintaining the cause of the Union. It is hardly necessary to say that the United States stand upon what they think impregnable ground, when they refuse to be derogated, by any act of British government, from their position as a sovereign nation in amity with Great Britain, and placed upon a footing of equality with domestic insurgents who have risen up in resistance against their authority.

It does not remain for us even to indicate to Great Britain the serious consequences which must ensue, if the iron-clads shall come forth upon their work of destruction. They have been fully revealed to yourself, and you have made them known to Earl Russell, within the restraints which an honest and habitual respect for the government and the people of Great Britain imposes. It seems to me that her Majesty's government might be expected to perceive and appreciate them, even if we were henceforth silent upon the subject. When our unhappy civil war broke out, we distinctly confessed that we knew what great temptations it offered to foreign intervention and aggression, and that in no event could such intervention or aggression be endured. It was apparent that such aggression, if it should come, must travel over the seas, and therefore must be met and encountered, if at all, by maritime resistance. We addressed ourselves to prepare the means of such resistance. We have now a navy, not indeed as ample as we propose, but yet one which we feel assured is not altogether inadequate to the purposes of self-defense, and it is yet rapidly increasing in men, material, and engines of war. Besides this regular naval force, the President has asked, and Congress has given him, authority to convert the mercantile marine into armed squadrons, by the issue of letters of marque and reprisal. All the world might see, if it would, that the great arm of naval defense has not been thus invigorated for the mere purpose of maintaining a blockade, or enforcing our authority against the insurgents, for practically they have never had an open port, or built and armed, nor could they from their own resources build and arm, a single ship of war. Every European statesman who knows anything of our history, or even of the nature of our complex republican institutions, understands full well that we are building a navy not for ulterior, or even immediate foreign war, but for self-defense. Thus, the world is left free to understand that our measures of maritime war are intended to resist maritime aggression, which is constantly threatened from abroad, and even more constantly apprehended at home. That it would be employed for that purpose, if such aggression should be attempted, would seem certain, unless, indeed, there should be reason to suppose that the people do not in this respect approve of the policy and sympathize with the sentiments of the executive government. But the resistance of foreign aggression by all the means in our power, and at the hazard, if need be, of the national life itself, is the one point of policy on which the American people seem to be unanimous, and in complete harmony with the President. This is no menace of war to Great Britain; it is simply an assumption of the position of self-defense against a naval enemy, from whatever quarter he may come.

Need I add, that this position is not affected by the character in which the enemy may come, whether under the authority and bearing the flag of a foreign state, or as an unauthorized invader, defying the authority of his own state, while seeking to invade our own. If, then, we shall become engaged with such an enemy, whether he comes from Great Britain, or from France, or from Russia, what must be the limit of our resistance? The law of nations says that the only limit is that which can be defined by ascertaining the magnitude of the public danger.

I do not know that it is necessary, or would be useful, to communicate any part of this paper to Earl Russell. But the President is of opinion that you should be fully apprised of the views of this government, and authorized to use them as you may think proper.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Mr. Seward.

No. 516.]

LEGATION OF THE UNITED STATES,
London, October 9, 1863.

SIR: Referring to my No. 504, of the 1st instant, I have the honor to forward herewith a copy of a note from Lord Russell, under date of the 5th of October, acknowledging the reception of my letter to him of the 29th ultimo.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *October 5, 1863.*

SIR: I have the honor to acknowledge the receipt of your letter of the 29th of September, in answer to mine of the 25th of that month, and I am very glad to find that I had misunderstood you, and that the passages in your correspondence which had led to my observations were merely intended by you to express your confidence that the sense of right, on the part of her Majesty's government, would avail to gain for the United States exactly the same measure of justice which it would expect from the United States in return, were the respective situations reversed.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 164.]

UNITED STATES CONSULATE,
Liverpool, October 10, 1863.

SIR:

Day before yesterday, I learned that the government had sent orders down to Captain Ingfield, the captain who commands the naval force

on this station, to seize the rams, if either attempted to sail; and that he had taken the necessary steps to carry out his orders. This morning I cut the slips from the papers contained in inclosure No. 1. From them it would appear that the government has actually seized the vessels. The issuing of the orders to Captain Ingelfield satisfied me that they were now in earnest. Up to this time, I could not say that they were, for though they had assured us the vessels would not be permitted to sail, without their being satisfied they were not to be used against the United States, it was very evident from the way they acted about them, that it was with reluctance they had given us the notice, and that they were still willing to permit them to sail, if any decent pretext could but be found to justify them. Captain Ingelfield is a most energetic officer and will obey his orders. I think I can now say to you, with every assurance of its truth, that the two rams are stopped. If they will but follow out the plan recommended by my legal advisers, place the parties implicated upon the witness stand, there will be no doubt about the result of the trial. I beg to call your attention to a slip from the Post of to-day, containing the substance of a memorial from the Southern Club at Preston to Earl Russell, protesting against the action of the government in stopping the rams. If anything was wanting to show the character and destination of these vessels, this would seem to supply it.

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Mr. Seward.

No. 518.]

LEGATION OF THE UNITED STATES,
London, October 16, 1863.

SIR: Upon the reception of your No. 725, of the 28th of September, I addressed a note to Lord Russell in the sense of that dispatch. A copy is herewith transmitted.

The government has within the past week adopted measures of a much more positive character than heretofore to stop the steam-rams. Of the reasons for this I have not been officially apprised. My conjecture is, that they had cause to suspect attempts would be made to get at least one of them out by stealth. Having myself received secret information of this nature in connection with the transmission of a considerable portion of the crew of the *Oreto*, or *Florida*, from Brest to Liverpool, I took the opportunity to warn Lord Russell of the probability of such attempts on the 24th of last month in a note, a copy of which, as well as the inclosure, is herewith transmitted. His lordship replied on the 30th; a copy of his note is likewise appended.

The energetic action of the government, after effecting the legal seizure of the rams, in first placing their own vessels in a position to command the outlet for both, and latterly in making fast to that which is ready to start, has produced an excellent effect in inspiring confidence in the prosecution of their declared policy. Nothing short of this would have sufficed to convince the reckless set of conspirators at Liverpool that they were in earnest.

The next step which I anticipate will be an offer to sell the vessels to the Danes. If they ask a reasonable price I have reason to believe that

such a transfer might be effected. But I understand there are schemes afloat of an enterprise to seize them in transitu, if not strongly convoyed, the parties making an offer of a suitable indemnity in case of success. You may readily conceive of the desperation to which they are driven when they cherish the notion of such projects in the face of civilized Europe. The violent and lawless nature formed and developed in the hot-bed of slave institutions is making itself more and more distinctly perceptible on this side of the Atlantic. That it should have been permitted to have play on the ocean until now can only be accounted for by the strong predisposition to be blind as long as possible to every proof of it.

I trust that from this time we may expect a better state of things on this subject. At the same time that I write this I am not unaware that other vessels are preparing at Glasgow, quite as formidable as those at Liverpool, against which we have not yet even so much evidence as we presented in their case. I am, however, preparing to make representation against them.

The case of the *Alexandra* will probably come up on appeal to the exchequer chamber in the course of a few weeks. I should be glad to know the wishes of the government in regard to any action to be had on this side, should they not conclude to employ the supervision of Mr. Evarts once more.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,

Secretary of State.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,

London, October 12, 1863.

MY LORD: I take great pleasure in performing the duty imposed on me by my government of expressing its satisfaction with the intelligence which I had the honor of communicating to it by the transmission of your lordship's note to me of the 8th of September. The President, not insensible of the difficulties in the way of the decision to which her Majesty's government in that note signified it had arrived, is gratified in being able to regard it in the light of a sincere desire, on just principles, to maintain its friendly relations with the United States. I am, therefore, instructed to inform your lordship that the government will hereafter hold itself obliged, with even more care than heretofore, to endeavor so to conduct its intercourse with Great Britain, as that the war in which it is now unhappily involved may, whenever it may terminate, leave to neither nation any permanent cause of discontent.

I pray your lordship to accept, &c., &c.

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,

London, September 24, 1863.

MY LORD: I am credibly informed that seventy or more of the men belonging to the insurgent vessel, the *Florida*, formerly the *Oreto*, nearly

all of them British subjects, have been sent over from Brest, and are now in Liverpool. They were provided with a letter to the person acting on behalf of the insurgents at Liverpool, a copy of which is herewith transmitted. I need not point to your lordship the fact that the last sentence implies habitual action, in direct violation of the law of the realm; such, indeed, as, if committed by any agent of the United States, would be likely to attract the immediate notice of her Majesty's government. It corroborates all the evidence heretofore presented by me on the same subject. I have further reason to believe that under this sentence is intended a transfer of many of these men to one of the iron-clad war vessels now in preparation at Liverpool, with the intent to carry on war against the United States. It is known to me that the intention to dispatch that vessel is not yet abandoned by the parties concerned in the enterprise.

I pray your lordship to accept, &c., &c.

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

[Inclosed copy.]

CONFEDERATE STATES STEAMER FLORIDA,
Brest, September 3, 1863.

SIR: Herewith I send you a list of men discharged from the Florida, with their accounts and discharges. Many of them have asked for transfers, and others for reference to you, or to a confederate agent. I would request you to provide them situations in the service.

I have the honor to be, sir, very respectfully, your obedient servant,

J. N. MAFFITT,

Commander, Confederate States Navy.

Captain J. D. BULLOCK,
Confederate States Navy, Liverpool.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *September 30, 1863.*

SIR: I have the honor to acknowledge the receipt of your letter of the 24th instant, calling my attention to the arrival at Liverpool of a large party of men belonging to the confederate steamer Florida; and I have to acquaint you that I lost no time in communicating to the secretary of state for the home department copies of your letter and of its inclosure.

I have to add, however, that the attention of her Majesty's government had been, some days previously to the receipt of your letter, attracted, by paragraphs in the public papers, to the arrival of these men, and that inquiries were at once set on foot, and that the course which can be taken in regard to them is under the serious consideration of her Majesty's government.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Mr. Seward.

No. 526.]

LEGATION OF THE UNITED STATES,
London, October 29, 1863.

SIR: I have to acknowledge the reception of dispatches from the department, numbered 732, 733, and 734. The explanations they give of the policy of the government are clear and satisfactory. The dispatch No. 732 contains an inclosure, the contents of which had been already communicated to me from the same source.

There has been little of interest in the events of the week. A communication in the Times, from the writer who takes the signature of "Historicus," in which he comments with force upon the bearing of the intercepted dispatches from Richmond on the action of the rebels at Liverpool, has drawn forth replies from Mr. Lindsay and Mr. George N. Saunders, both of them characteristic, and illustrative of the sort of commercial morality that is supposed by them to prevail here. That these persons should presume so far on the public credulity as gravely to attempt to impose upon the community these evasions in lieu of the truth, only indicates the extent to which, in certain classes of society in England, the natural judgment of such proceedings in their relation to the United States has been perverted by the continuous labors of the London Times.

The most striking proof of this is, however, to be found in the speech made by Mr. Laird at Liverpool the other day, a report of which I transmit herewith. This gentleman has risen to a position of member of Parliament, and now ventures to threaten the government itself, if they attempt to interpose their power to prevent his evading the law of the land, even though thereby it should hazard the peace of the country. The morals of the member seem quite on a level with his patriotism, yet I do not perceive that any shock has been given to the conscience of the country, or that Mr. Laird, though said to be a timid man, will be any less likely to attempt to carry through his contract to fit out the iron-clads than if he had never said a word. I cannot disguise from myself the conviction that much of this laxity is in the first instance chargeable to the government itself, which failed at the outset in assuming the proper tone in regard to these enterprises. The short-sightedness of this policy in a country so vulnerable at sea as Great Britain is perhaps the most remarkable phenomenon attending it. I should hardly be inclined to credit it if it were not that in looking back through the past century, experience showed the same sort of judicial blindness frequently prevailing in the relations had with America.

The hope of getting out the iron-clads does not appear to be yet quite extinguished. Some suspicious movements appear to have led to the order of an additional war vessel to keep them in check. Captain Inglefield is an energetic officer, and, I think, resolved to do his duty in good faith. It is, however, a remarkable circumstance that any such question as the defiance of the government in a leading British port should be supposed possible.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 195.]

UNITED STATES CONSULATE,
Liverpool, December 12, 1863.

SIR: *

On Tuesday I had Yonge before Mr. Hamel at the custom-house at his request, and he examined him carefully and in detail on all the points in the printed deposition, of which I transmitted you a copy at the time it was made and lodged. He also examined him on those particulars of his personal conduct of which Sir Hugh Cairns made so much, and I think he was altogether favorably impressed with Yonge's testimony and explanation.

Yonge adhered to every point of the deposition except one. He said he had not seen the specifications, as he is there made to say; but I have received a note from him to-day stating that on recollection he does remember seeing them.

I have communicated that to Mr. Hamel, through Squarey.

Mr. Hamel went on board the rams with Captain Inglefield, and the latter is to make an official report of their character. He will report them of the most formidable and warlike character.

Very respectfully, I am, sir, your obedient servant,

THOMAS H. DUDLEY,
By H. S. WILDING, V. C.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Mr. Seward.

[Extract.]

No. 604.]

LEGATION OF THE UNITED STATES,
London, February 25, 1864.

SIR: I have the honor to transmit a copy of the Times, of yesterday, containing the report of a long and able debate in the House of Commons, on Tuesday evening, upon a call for papers on the subject of the iron-clads, and the action of the government in regard to them. The opposition appear to have gathered courage of late, and to incline to skirmish with the government on its foreign policy. It does not appear that they are prepared with any different measures. The struggle looks more like a trial of strength in view of future operations. On this issue the division is not strictly a party one. The majority is greater than the strength of the ministry could command.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

[For debate see Parliamentary and Judicial Appendix, No. 16.]

Mr. Adams to Mr. Seward.

LEGATION OF THE UNITED STATES,
No. 633.] *London, March 29, 1864.*

SIR: I seize the opportunity furnished by the dispatch agent in making up an extra bag for to-morrow's steamer to forward a printed copy of the correspondence of the government with Messrs. Laird touching the detention of the iron-clad rams. This publication is not official, but understood to come from Messrs. Laird.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

[For inclosure see General Appendix, No. 13.]

Mr. Adams to Mr. Seward.

[Extracts.]

No. 641.] LEGATION OF THE UNITED STATES,
London, April 7, 1864.

SIR: I had a conference with Lord Russell on Saturday last. * * *

He (Lord Russell) then turned to the case of Lairds' iron-clads, and said that the government meant now to go on with that. A commission had gone out to get the evidence of the Viceroy of Egypt in connection with the claim of Mr. Bravay. I referred to the publication by the Lairds of their correspondence with the government on that subject, and commented with some severity on the manner in which they persevered in the pretense of that ownership. I mentioned the fact that Bravay's trumped-up claims on the present Viceroy, on his averment of a verbal contract with his predecessor, of which there was no evidence adducible *aliunde*, had actually been released by the payment of a considerable sum of money at the very time when he was playing the part of owner of these vessels for the purpose of fulfilling that contract.

* * * * *

Meanwhile I should earnestly hope that our efforts to bring the deplorable struggle in America to a successful issue may be crowned with success, otherwise it is much to be apprehended that the causes of offense may be accumulated to such an extent on this side as to render escape from a conflict almost impossible. Nothing will keep down the malevolent spirit that pervades the higher classes, but the conviction that there is no hope left of effecting a permanent disruption of the United States.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Mr. Seward.

[Extracts.]

No. 671.]

LEGATION OF THE UNITED STATES,
London, April 28, 1864.

SIR: I learn by the newspapers that the trial of the case of Messrs. Lairds' rams has been fixed for the 27th of May. It is arranged that all the judges of the court be present, so that the tendencies of the chief judge may possibly be rectified. There have been rumors afloat that they might be privately sold, but I attach little importance to them. It is understood that the motion of Lord Robert Cecil in the Commons respecting them will not be pressed.

* * * * *

The three war vessels sent to China under Captain Sherrard Osborne's contract have been taken by the government, according to the understanding referred to by Mr. Burlingame in his correspondence.

The Alabama is reported at Cape Town, and about to come to France, probably to refit, and discharge some of her men who feel as if they had been in her long enough. The Georgia and the Rappahannock are still there.

On the whole, the later experience of the rebels in maintaining a fleet on the ocean has not been flattering to them, whilst it must be not a little costly.

I have the honor to be, sir, your obedient servant,
CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Mr. Seward.

No. 699.]

LEGATION OF THE UNITED STATES,
London, May 26, 1864.

SIR: Messrs. Laird & Sons have sold the iron-clad rams to the British government. The fact was formally stated in the Globe of the 24th instant, though it has never been officially announced to me. In conversation with the attorney general last evening, I learned that two successful offers had been made by Messrs. Laird. The first had fixed a price considered so high as to have been at once declined. The last had proposed to abide by any reasonable adjustment, and had therefore been acceded to. I understood him to say that he intended to move a discontinuance of the suit in the court to-day.

This relieves the immediate pressure of a delicate and difficult question between the two governments. But it determines nothing for the regulation of their future relations. Opinion is taking so strong a form here on the impolicy of further countenancing these rebel operations, that my impression is, that hereafter the base will be substantially transferred to the other side of the channel. The proceeds of the respective sales of the Georgia, the Glasgow ram, and these iron-clads, will be, probably, applied to the outfit of the four vessels now in process of construction in France. They are not, to be sure, ships of the same formidable character with the rams, but they are, perhaps, the best which they can, under present circumstances, command. The fact is

certain that they are still enlisting men and sending them over, whilst officers continue to come from America. Information from one of the crew of the Alabama, dated at Singapore so late as the 12th of April, discloses an expectation prevailing on board that she was to come to France on or about the middle of July. The Florida is now there. What this assembling of the vessels means, or whether it means anything, I do not pretend to say. I content myself with calling the attention of the government to it.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Seward to Mr. Adams.

No. 984.]

DEPARTMENT OF STATE,
Washington, June 9, 1864.

SIR: I learn from your communication that her Britannic Majesty's government have bought the iron-clads which were detained at Lairds' ship-yards and were the subject of judicial proceedings instituted by the Crown. Although the ministry have not officially informed us of the purchase, the President, nevertheless, thinks that it will be proper for you to assure Earl Russell that this government experiences a lively satisfaction in the removal of an unhappy occasion of disagreement between the two countries.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

ALLEGED FEDERAL RECRUITING IN IRELAND.

Mr. Adams to Mr. Seward.

No. 266.]

LEGATION OF THE UNITED STATES,
London, November 27, 1862.

SIR: I have the honor to transmit copies of two notes which have passed between Lord Russell and myself in relation to certain attempts supposed to have been made to enlist recruits for the army of the United States within this kingdom. Foreseeing the possibility of the imputation of some such act, I have, ever since my arrival here, taken great care to decline all the very numerous propositions made to me to sanction engagements for service. I was more decided in taking this course, that I early had reason to know the continuance of a feeling of soreness at the treatment of Sir John Crampton in America for acts of the same kind during the Russian war. It was, therefore, very easy to reply with confidence to his lordship's remonstrance. I have not yet been informed of the grounds upon which this was made; but, from other sources, rumors have reached me of efforts making by irresponsible individuals to send off persons as passengers to the United States, trusting to the security

of the bounty paid on enlistments. It is possible that they may have constituted the basis of the remonstrance.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *November 20, 1862.*

The undersigned, her Britannic Majesty's principal secretary of state for foreign affairs, has the honor to acquaint Mr. Adams, envoy extraordinary and minister plenipotentiary of the United States at this court, that her Majesty's government are informed by persons, to whom they are disposed to give credit, that recruits are being raised in this country for service in the army of the United States, and that bounty money of a considerable amount is offered by agents of the United States to encourage British subjects to enlist.

Mr. Adams must be well aware that any of her Majesty's subjects enlisting in the military service of either of the belligerent parties in America, or any persons procuring any of her Majesty's subjects to enlist in that service, are guilty of a misdemeanor according to British law; and Mr. Adams will readily see that such a practice as that to which the undersigned now calls his attention is calculated seriously to increase the difficulties already incident to the observance of neutrality by her Majesty's government.

The undersigned requests Mr. Adams to receive the assurance of his highest consideration.

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, November 21, 1862.

The undersigned, envoy extraordinary and minister plenipotentiary of the United States, has the honor to acknowledge the receipt of a note from the right honorable Earl Russell, her Britannic Majesty's principal secretary of state for foreign affairs, dated the 20th instant, acquainting him that her Majesty's government are informed by persons, to whom they are disposed to give credit, that recruits are being raised in this country for service in the army of the United States, and that bounty money of a considerable amount is offered by agents of the United States to encourage such enlistment. His lordship is further pleased to warn the undersigned of the fact that such acts are contrary to British law, and are calculated seriously to increase the difficulties already incident to the observance of neutrality by her Majesty's government.

The undersigned flatters himself that the earnestness of his previous and long-continued urgency on her Majesty's government to enforce the strict observance of neutrality in the ports of this kingdom in many cases of attempted violation of it on behalf of rebels against the author-

ity of the United States, to which it has been his painful duty to call their attention, must have secured him from the suspicion of any disposition himself to give the smallest countenance to any enterprise or effort of a similar kind on behalf of the United States.

The undersigned not only has no knowledge of any such proceedings, but he has no belief that they can have been attempted by any persons really vested with authority as agents of the United States. Should it turn out that there are individuals assuming to act under such an authority, the undersigned will be obliged to Lord Russell for such information as he may possess, that may enable him to ascertain who these persons may be, and to take the necessary measures to disavow their operations.

The undersigned requests Earl Russell to receive the assurances of his highest consideration.

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Mr Seward to Mr. Adams.

No. 423.]

DEPARTMENT OF STATE,
Washington, December 13, 1862.

SIR: Your dispatch of November 27 (No. 266) has been received, together with copies of the notes which have been exchanged between Earl Russell and yourself on the subject of alleged enlistments by agents of the United States within the British dominions.

Your answer to that complaint is approved, and you are authorized further to assure his lordship that this government has no agents of any kind in Great Britain, or any foreign country, who are authorized to enlist, or do anything in the way of enlisting, recruiting, or engaging soldiers or seamen for the military or naval forces of the United States. Nor has the government any knowledge that any persons are so engaged, under any pretence of authority to that effect. The United States do not deny, but, on the contrary, they avow that voluntary immigration is a cardinal element of their prosperity. They invite and encourage it, but only by lawful means. The army and the navy, as well as the occupations of civil life, whether in time of peace or war, are open always to immigrants, as they are to all other classes of competent persons who may desire to volunteer on their arrival within this country, or at any time afterwards, but not until they have arrived on our shores and identified themselves with the masses who are subject to our own jurisdiction and laws.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Mr. Seward.

No. 278.]

LEGATION OF THE UNITED STATES,
London, December 19, 1862.

SIR: I have the honor to transmit a copy of Lord Russell's note to me of the 16th instant, in answer to mine of the 21st ultimo, on the subject

of recruiting in this kingdom for the service of the United States. This completes the correspondence on that matter, already forwarded with my dispatch (No. 266) of the 20th of November last.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *December 16, 1862.*

SIR: With reference to my note of the 20th ultimo, I have the satisfaction of informing you that further inquiries which have been instituted respecting the alleged recruiting in London for the United States army seem to establish that the reports to that effect which had reached her Majesty's government were without foundation.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Mr. Seward.

[Extract.]

No. 281.]

LEGATION OF THE UNITED STATES,
London, December 25, 1862.

SIR: I transmit herewith a copy of Lord Russell's note to me of the 19th instant, in reply to my representation, dated the 20th of November, in the case of the "290."

* * * * *

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

[Note of the 20th November will be found printed with dispatch from Mr. Adams to Mr. Seward, No. 262, November 20, 1862, under the head of "Rebel Cruisers," subdivision "The Alabama," post.]

Earl Russell to Mr. Adams.

[Extract.]

FOREIGN OFFICE, *December 19, 1862.*

SIR: * * * * *

If it be sought to make her Majesty's government responsible to that of the United States because arms and munitions of war have left this country on account of the confederate government, the confederate government, as the other belligerent, may very well maintain that it has a just cause of complaint against the British government because the

United States arsenals have been replenished from British sources. Nor would it be possible to deny that, in defiance of the Queen's proclamation, many subjects of her Majesty, owing allegiance to her Crown, have enlisted in the armies of the United States. Of this fact you cannot be ignorant. Her Majesty's government, therefore, have just ground of complaint against both of the belligerent parties, but most especially against the government of the United States, for having systematically, and in disregard of that comity of nations which it was their duty to observe, induced subjects of her Majesty to violate those orders which, in conformity with her neutral position, she has enjoined all her subjects to obey.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Mr. Seward.

No. 286.]

LEGATION OF THE UNITED STATES,
London, January 1, 1863.

SIR: I have the honor to transmit a copy of my note to Earl Russell of the 30th ultimo, which, in my dispatch (No. 281) of the 25th of December, I mentioned that I was preparing an answer to a portion of his note of the 19th of that month, which I sent forward last week.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Earl Russell.

[Extract.]

LEGATION OF THE UNITED STATES,
London, December 30, 1862.

MY LORD: *

This consideration naturally brings me back to the examination of that portion of your lordship's note which relates to the alleged violations, in Great Britain, of her Majesty's proclamation by the respective parties engaged in this war. Although this subject be not absolutely connected with that on which I make my representation, I cheerfully seize the opportunity thus furnished me to attempt, in some degree, to rectify your lordship's impressions of the action of the government of the United States even on that question. Your lordship does me the honor to observe that *I cannot be ignorant* of the fact, which it is impossible to deny, "that, in defiance of the Queen's proclamation, many subjects of her Majesty, owing allegiance to her crown, have enlisted in the armies of the United States." "Her Majesty's government, therefore, have just ground for complaint against both the belligerent parties, but most especially against the government of the United States, for having systematically, and in disregard of that comity of nations which it

was their duty to observe, induced subjects of her Majesty to violate those orders which, in conformity with her neutral position, she has enjoined all her subjects to obey."

As these words, taken in their connection, might seem to imply a serious charge against myself as well as the government of the United States, I must pray your lordship's pardon if I desire to know whether there be any particulars in my own conduct in which your lordship has found the evidence for such a statement. So far as I have been made acquainted with the course of my own government, or I remember my own, I must most respectfully take issue with your lordship upon it, and challenge you to the proof. That very many of the subjects of Great Britain have voluntarily applied to me for engagements in the service of the United States is most true. That I ever induced one of them to violate her Majesty's orders, either directly or indirectly, is not true. That numbers of her Majesty's subjects have voluntarily crossed the ocean and taken service under the flag of the United States I have reason to believe. That the government of the United States *systematically, and in disregard of the comity of nations*, induced them to come over to enlist, I have not yet seen a particle of evidence to show, and I must add, praying your lordship's pardon, I am authorized explicitly to deny. In response to a remonstrance made to me by your lordship, it is but a few days since I took occasion, so far as my action was concerned or the action of any of the officers of the United States in this kingdom, to place the country right before you on that score. After the very explicit retraction made in your lordship's reply to me, dated on the 16th instant, it is not without great surprise that I now perceive what I cannot but regard as a renewal of the imputation.

Your lordship is pleased carefully to join the two parties to this war, as if, in your estimation, equally implicated in the irregular proceedings conducted within this kingdom, and equally implicating the subjects of Great Britain in the violation of her Majesty's proclamation. Hence it is argued that the omission to hold any one to his responsibility affords no more just ground of complaint to one party than to the other. I cannot but think that your lordship has overlooked a just distinction to be observed in these cases; and in order to show it the more clearly I shall be compelled to ask your lordship to follow me in a brief investigation of the facts.

The only allegation which I find in your lordship's note in connection with the United States is this: that "vast supplies of arms and warlike stores have been purchased in this country, and have been shipped from British ports to New York for the use of the United States government."

Admitting this statement to be true to its full extent; conceding even the propriety of the application of the term "vast" to any purchases that may have been made for the United States, the whole of it amounts to this, and no more: that arms and warlike stores have been purchased of British subjects by the agents of the government of the United States. It nowhere appears that the action of the British [subjects] went further than simply to sell their goods for cash. There has been no attempt whatever to embark in a single undertaking for the assistance of the United States in the war they are carrying on; no ships of any kind have been constructed or equipped by her Majesty's subjects for the purpose of sustaining their cause, either by lawful or unlawful means, nor a shilling of money, so far as I know, expended with the intent to turn the scale in their favor. Whatever transactions may have taken place

have been carried on in the ordinary mode of bargain and sale, without regard to any other consideration than the mere profits of trade.

If such be, then, the extent of the agency of the United States on this side of the Atlantic during the present war, and no more, it appears clear, from the positions assumed by your lordship in the very note to which I have the honor to reply, that thus far they have given no reasonable ground for complaint at all. The citations to which your lordship has done me the favor to call my attention, as drawn from American authors of admitted eminence, all contribute to establish the fact that the mere purchase or export by a belligerent from a neutral of arms and munitions of war does not involve any censure on either party. I do not at the present moment entertain a design to question the correctness of that doctrine. As a necessary consequence, I can scarcely perceive the fitness of associating such action, as I have shown that of the United States to be, in the same category with that of which the government of the United States has heretofore instructed me to complain. And here I beg to call your lordship's attention to the fact that it is not the mere purchase or exportation of arms and warlike stores by the agents of the insurgents in America of which I have ever complained.

I pray your lordship to accept the assurances of the distinguished consideration with which I have the honor to be, my lord, your most obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Mr. Adams to Mr. Seward.

No. 310.]

LEGATION OF THE UNITED STATES,
London, January 29, 1863.

SIR: I have the honor to transmit copies of further correspondence with Lord Russell, being the sequel of the discussion of the case of the gunboat No. 290. I shall now await the instructions of the government, which I, by this time, presume to be on their way to me.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Earl Russell to Mr. Adams.

[Extract.]

FOREIGN OFFICE, January 24, 1863.

SIR:

I do not propose to discuss other collateral topics which have been introduced, but, in explanation of my former letter, I must say that I never meant to accuse you of giving any encouragement to the enlistment of British subjects in this country to serve in the civil war unhappily prevailing in the United States.

But it is notorious that large bounties have been offered and given to

British subjects residing in the United States to engage in the war on the federal side, and these British subjects, acting in defiance of the laws of their country and of the Queen's proclamation, have been encouraged by the United States government so to act.

A recent and striking example of the open avowal of this course of conduct on the part of the United States government is to be found in the correspondence between Mr. Seward and Mr. Stewart with reference to the crew of the *Sunbeam*, in which, although it does not appear that any bounties were offered, Mr. Seward has treated an endeavor to induce British sailors to enlist in the belligerent service of the United States as affording no grounds of complaint to her Majesty's government.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

[For correspondence concerning "The *Sunbeam*" see General Appendix No. 11.]

Mr. Adams to Earl Russell.

[Extract.]

LEGATION OF THE UNITED STATES,
London, January 26, 1863.

MY LORD: * * * * *

I desire to express my obligation to you for the ready and full manner in which your lordship has exonerated me from the suspicion of encouraging the enlistment of her Majesty's subjects in the service of the United States. At the same time it is not without regret that I perceive the charge still persevered in against the government of the United States. If I understand your lordship aright, it is now affirmed that, because the government offers large bounties on enlistment in the United States, and because British subjects in the United States, tempted by these bounties, do occasionally enlist, therefore your lordship is justified in having affirmed in your former note that the government of the United States *systematically, and in disregard of the comity of nations*, induce them to enlist. As well might I, in my turn, in view of the frequent applications made to me to procure the discharge of citizens of the United States who have been tempted in the same manner to enlist in her Majesty's service in this kingdom, assume the existence of a similar policy. Further than the presence of a general offer, I do not perceive that your lordship's reference to the action of Mr. Seward, of which I am not in a situation to speak authoritatively, appears to extend. Further than this, I must still continue to disclaim the belief in the existence of any systematic policy as well in one case as in the other.

I pray your lordship to accept the assurances of the highest consideration with which I have the honor to be, my lord, your most obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Mr. Seward to Mr. Adams.

[Extract.]

No. 538.]

DEPARTMENT OF STATE,
Washington, April 2, 1863.

SIR: Your dispatch of the 13th of March, No. 349, has been received.

You will inform Earl Russell that the President profoundly regrets these decisions of the British government declining to interfere to arrest proceedings of British subjects, within its exclusive jurisdiction, hostile and injurious to the United States. Recent instructions bearing upon the same subject will have reached you after these decisions were made. You will submit the views of the President, as expressed in those later instructions, to Earl Russell.

As one more resource, it is deemed advisable that an effort be made to secure the enforcement of the enlistment laws through the action of the courts; will you consult counsel, and have a case prepared and proceedings instituted, if advice received shall warrant any expectation of justice? This is the President's conclusion upon the whole matter as it is known here. Nevertheless, it is not to overrule your own judgment upon an examination of all the circumstances of the case.

Upon being informed of any expense that you may incur in carrying this instruction into effect, the department will send you a credit therefor on the bankers of the United States at London.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Mr. Seward.

[Extract.]

No. 369.]

LEGATION OF THE UNITED STATES,
London, April 9, 1863.

SIR: Lord Russell has thought it expedient to renew the correspondence about the intercepted dispatches, in a note of the 2d of April, a copy of which I send herewith.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Earl Russell to Mr. Adams.

[Extract.]

FOREIGN OFFICE, *April 2, 1863.*

SIR:

You are not ignorant that agents have been employed, and munitions of war have been purchased, and that it is now again asserted that her

Majesty's subjects are being recruited for the purpose of aiding the United States against the so-called Confederate States; and so far it might be urged in vague and popular language by the Confederate States, as well as by the United States as the other belligerent, (as it was substantially urged by Mexico against the United States last year,) "that there is evidence of a deliberate attempt to establish within the limits of this kingdom a system of action in direct hostility to their government;" but the question really is, has there been any act done in England both contrary to the obligations of neutrality as recognized by Great Britain and the United States, and capable of being made the subject of a criminal prosecution? I can only repeat that, in the opinion of her Majesty's government, no such act is specified in the papers which you have submitted to me.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Mr. Seward.

No. 378.]

LEGATION OF THE UNITED STATES,
London, April 17, 1863.

SIR: On re-examining Lord Russell's note to me of the 2d instant, I found that in my reply of the 6th instant I had accidentally omitted to notice a passage which virtually renewed the allegation that the government of the United States authorized enlistments of men in this kingdom for their service. In order to preclude any inferences that might be drawn from this silence, I thought it advisable to address a new note to his lordship, a copy of which I send herewith. I add, also, a copy of his reply.

I have the honor to be, sir, your obedient servant,
CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, April 10, 1863.

MY LORD: In the note which I had the honor to address to your lordship on the 6th instant, in reply to yours of the 2d instant, I inadvertently omitted to make a remark upon one passage, which I had intended, and which it seems to be my duty yet to supply. I refer to that in which you observe that I am "not ignorant that it is now again asserted that her Majesty's subjects are being recruited for the purpose of aiding the United States against the so-called Confederate States."

In point of fact, at the time of receiving your lordship's note I was ignorant that such an assertion had been made in any quarter deserving of notice. But inasmuch as I have since perceived the story, wherever originated, to have gained credit in the mind of your lordship, and also

to have been dignified by the notice of the first minister of the Crown in his place in the House of Commons, I must now ask permission to recall your attention to the denial *I was authorized by my government* to make of any such action, so long ago as in my note of the 30th of December last. I beg leave now to repeat that denial, and further to observe that there is no agent of the United States here possessed of authority to "recruit her Majesty's subjects within this kingdom for the purpose of aiding the United States against the so-called Confederate States." Should any person appear professing to have such powers, I should be much obliged for any information which would enable me to report his conduct promptly to my government.

I supply this omission in my former note to your lordship expressly to preclude any unfavorable inference which might be drawn from my silence, and not from any intrinsic importance attached by me to the rumor.

I pray your lordship to accept, &c.,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *April 11, 1863.*

SIR: I have the honor to acknowledge the receipt of your letter of the 10th instant, renewing your assurances in regard to the alleged recruiting in this country for the army of the United States.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Mr. Seward.

No. 392.]

LEGATION OF THE UNITED STATES,
London, April 24, 1863.

SIR: Her Majesty's government does not seem yet to be quite satisfied of the sincerity of my denials of the enlistment of men in this kingdom under the authority of the United States. I transmit a copy of two more notes which have passed on the subject.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *April 16, 1863.*

SIR: With reference to your letter of the 10th instant, in which you repeated the denial you had formerly made of the truth of the report that men were being recruited in this country for the United States army, I think it right to communicate to you the substance of a report which

has just been made to her Majesty's government with regard to the number of persons who are now being shipped as emigrants from Queenstown for New York.

It is stated that within the last fortnight 1,278 emigrants have sailed, the greater number being strong, active young men; that it cannot be doubted that they are intended for the United States army, and that, in fact, many of them do not deny it.

A certain number of these men were militiamen from Cork and its vicinity, and they informed the emigration officer that they would get from \$250 to \$300 bounty. It also appears that the prospect of this large bounty has been held out to young men, by general rumor, throughout the country.

It is further stated that the friends of these persons in America are paid so much for obtaining and bringing them over to New York.

I do not think it necessary to encumber this letter with further statements of a more or less trustworthy character which have reached her Majesty's government corroborative of this asserted recruiting of her Majesty's subjects for service in the United States army, and I shall therefore merely add that I am informed that about 800 young men were booked to sail from Queenstown by the steamer of the 9th instant, it being freely spoken of that all the young men were going to join the northern army, and that although the Inman Company have put on additional steamers, the number of applicants for passage is so great that they cannot all be accommodated, and that several hundreds are consequently left behind each week.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, April 18, 1863.

MY LORD: I am very much obliged to you for the courtesy extended to me in the communication of the substance of a report which has been made to her Majesty's government with regard to the number of persons who are now being shipped as emigrants from Queenstown.

The fact that a great many people, especially in Ireland, have been anxious for some time past to find their way to the United States, has been made known to me by the frequent applications to this legation for free passage. A considerable proportion of these contain offers to enlist in the service of the government. No doubt they are more or less influenced by the high bounties offered in America, accounts of which have been from time to time published in the newspapers here. To all such solicitations the answer given from here has been uniformly to the effect that no authority has been given by the government to listen to any proposals of the kind, or to make any engagements whatever. Instructions have likewise been sent to the respective consuls who have reported similar proposals to me, to make the same answer. I have no reason to believe that any American citizen in England, clothed with authority, has ventured to act in any other way.

It is proper for me to add, in explanation of the emigration that is taking place, that a gentleman of influence in America, now in London,

who is in a situation to know, has lately informed me that some of the great corporations for the extension of railways in the western part of the United States, having experienced inconvenience from the liability of the laborers in their employ to be drafted for the war, and apprehending more, are making efforts to procure large supplies from other countries of aliens who are, from that circumstance, exempted from the risk of being called into service. It may well be that some of those who desire to get across the ocean for the purpose of enlisting expect to take advantage of the opportunity thus placed before them.

In addition to this, there is no doubt of the fact of a scarcity of laborers in the United States. I learn from private sources that the rate of wages this season is very much advanced.

I am led to believe that these causes, in addition to the alleged distress of the population of Ireland, may explain the phenomena of emigration to which your lordship has been pleased to draw my attention.

I pray your lordship to accept the assurances, &c., &c.

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Mr. Adams to Mr. Seward.

No. 396.]

LEGATION OF THE UNITED STATES,
London, April 30, 1863.

SIR: I have the honor to transmit a copy of one of the official publications made for the use of Parliament, containing the correspondence that has passed between Lord Russell and myself on the subject of the intercepted dispatches and the rebel agents in England. You will doubtless take note of Lord Russell's letter of the 20th instant, on the last page, and you may wonder why I have not already furnished you with a copy of it. The truth is, that I received it but a short time before the usual date of writing last week, and the character of it seemed to me so very extraordinary that I felt as if it ought to have a reply here before I sent it forward to the United States. I confess myself wholly at a loss to conceive what the motive could have been for such a production. Copies of the note and of my answer, which appears to have come too late for publication, are now transmitted.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *April 20, 1863.*

SIR: With regard to the complaints which you have made, from time to time, of British sailors who have entered the confederate service, I have to remark that no steps have hitherto been taken by the United States authorities to prevent British subjects from entering the military or naval service of the United States.

Mr. Seward has, on the contrary, justified the measures used, provided they were not bribery or intimidation, to induce British sailors to enter the federal service.

You will readily perceive the justice of the request I am about to make, namely, that before you repeat your complaints that British sailors have entered the service of the so-called Confederate States, you will furnish me with proofs that all British subjects serving in the federal army or navy have been discharged, and that orders have been given not to enlist or engage such persons to serve in arms contrary to the tenor of her Majesty's proclamation.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, April 25, 1863.

MY LORD: I have the honor to acknowledge the reception of your note of the 20th instant, in answer to several notes of mine, making certain representations in regard to the enlistment of British subjects in warlike operations on the ocean, against the commerce of the people of the United States, with whom her Majesty is at peace.

In further evidence of the truth of former allegations I now have the honor to submit to your consideration a copy of a minute or agreement, duly signed by certain parties, well known at Liverpool, which was given to one of the men who sailed in the vessel called first the *Japan*, and then the *Virginia*—a vessel the objects and intent of which have been already exposed by the evidence accompanying my note* to your lordship of the 15th instant.

Upon examining the statute of the realm, by the terms of which, in the second section, any proceeding of the sort indicated, if established by proof, is pronounced a misdemeanor, and the party guilty of it punishable by fine and imprisonment at the discretion of the court competent to try the same, I do not perceive that the enforcement of this provision is made dependent upon the exterior action of parties who have occasion to complain of the commission of these offenses; nor do I understand their privilege of furnishing information of such facts, as may have become known to them, to her Majesty's government to be connected with any condition, excepting those implied obligations of courtesy which regulate the intercourse of all civilized nations.

It is, therefore, not without the greatest surprise that I gather from the terms of your lordship's note an impression that my government, for the future, is to be debarred from presenting evidence of the violations of neutrality committed within this kingdom by the enlistment of her Majesty's subjects to make war on the people of the United States, until I can furnish proofs that all British subjects who may have found their own way to the United States at any time within the present century, and have voluntarily enlisted in the federal army or navy, have been discharged, and that orders have been given not to enlist or engage such persons to serve in arms contrary to the tenor of her Majesty's proclamation.

I need not point out to your lordship the fact that this is asking what

* For this note see dispatch from Mr. Adams to Mr. Seward, No. 379, April 17, 1863, printed under "Rebel Cruisers," subdivision "The Georgia," *post*.

it is altogether beyond the powers of the government of the United States to do by virtue of any existing law. Your lordship has heretofore, on many occasions, called my attention to the fact that her Majesty's government cannot go beyond the law in applying a remedy to any abuse, however flagrant. It certainly would not counsel another government to do that which it refuses to do itself. It is quite certain that a very large number of persons, reckoned still as subjects by the law of the realm, have yet emigrated to the United States, have renounced their allegiance to her Majesty, and have become citizens of the United States. As such they are recognized as having obtained certain new rights, and become subject to correlative obligations. One of these last is that incumbent equally on all citizens of serving their country, if called upon, in time of war. From this it is not possible for the government to relieve them. Hence, if her Majesty's government is to be understood as requiring that a condition of discharging the large number of persons embraced in this category from the military and naval service of the United States is to be fulfilled prior to the exercise by the United States of a right to make representations respecting the violations of the laws enforcing neutrality committed within this kingdom by the enlistment of her Majesty's subjects in a war against a friendly nation, I very much fear lest this act may be construed as indicative of a disposition to cut off the opportunities of remonstrance by demanding the performance of an obvious impossibility. Of course I cannot permit myself to suppose that such an intention has been entertained for a moment. Yet, on the other hand, it is not to be denied that, according to the terms of your lordship's note, the effect indicated must practically follow.

The government of the United States acknowledges, and will, whenever called upon, perform the obligation to enforce the laws prohibiting its citizens from entering into the military or naval service of friendly nations engaged in war with one another. But they cannot engage to refuse the service of volunteers who may be disposed to come to the United States and offer their aid in the great struggle in which they are engaged, no matter from what country they may come. The memory of such names as La Fayette, Kosciuszko, and DeKalb, not to mention others, remains too much in honor among them to justify any such step. Her Majesty's government, in appearing to require it, asks more than has ever been suggested under any theory of international law, and directly the opposite of what it has been heretofore in the habit of practicing itself.

The archives of this legation, for many years back, and running far beyond the period of the late war with Russia, abound in instances of applications to her Majesty's government for the discharge of citizens of the United States who have voluntarily enlisted in her Majesty's service. In some cases they have been granted as a matter of favor, but never as an acknowledgment of right. And of late years they have been uniformly refused unless coupled with the condition commonly attached to the discharge of subjects, the repayment of the advance—the temptation which drew them to enlist. I have now before me a note, received from an individual alleging himself to be a citizen of the United States, but as a gunner in the British navy, driven by his poverty to enlist, praying me to interpose in his behalf, and to transfer him to a post where he could serve his own country in this her time of greatest need. I have been obliged to answer his application by saying that her Majesty's government declines to act in similar cases, excepting as matters of favor, and then, in such a position as his, only on the requisition of the payment of thirty pounds. A condition like this is generally equivalent to

a denial. It is not part of my purpose to complain of this course. But such being the practice of her Majesty's government, it can scarcely be expected that the government of the United States could be called upon to adopt any other.

Neither is this the only or the strongest instance of the declaration of her Majesty's government of a right to accept the services of the people of all nations in time of war. Lord Stowell, than whom no more eminent authority is ever cited as authority in British jurisprudence, has explicitly declared, in the broadest terms, that "in time of war every country admits foreigners into its general service." This is a measure "to which every country has resort in every war, whether prosperous or adverse."

Her Majesty's government proceeded to act upon this principle in the very last war in which Great Britain was engaged. And her secretary of state for foreign affairs at the time, Lord Clarendon, appears to have enunciated it, in the very widest terms, in addressing the government of the United States. In defending the action of persons who actually went far beyond the line marked out, his lordship affirmed that unless there was an express law forbidding the subjects of a country to leave the territory, it was perfectly legitimate for another country to invite them to leave it for the purpose of entering into its service. I quote the language of his dispatch to Mr. Crampton, of the 16th November, 1855:

"It is of course competent to any nation to enact a municipal law, such as actually exists in many countries, forbidding its subjects to leave its territory; but in such cases '*civitas carcer est*;' and it may be the duty of other countries to abstain from actively assisting the captives to escape from the national prison in order to serve another master. But the government of the United States has enacted no such law. It justly boasts of its complete freedom in this respect—'*civitas non carcer est*.' All residents therein, whether foreigners or citizens, are perfectly free to leave its territory, without the permission of the government, at their own absolute discretion, and *to enter the service of any other state when once within its frontier*. To invite them or persuade them to do what is thus lawful can constitute no violation of the territorial rights which the sovereign power has never claimed or exercised."

Neither is this all, nor even the most decisive testimony to the policy heretofore pursued by Great Britain in regard to this matter. I have reason to believe that there is a statute of the realm, of ancient date, which expressly authorizes and directs the enlistment of foreigners, of any and every nation, into the army or navy, in time of war, and which tenders to them as an inducement the boon of naturalization as British subjects. That act, though passed to meet any immediate emergency, appears to give powers which revive its vigor on the breaking out of any future war. I have no reason to suppose that it is not yet in force to this day. I have the honor to transmit a copy of that statute. I cannot help believing that it places beyond the possibility of a doubt the question of principle which lies at the bottom of this discussion, so far as the uniform action of this kingdom contributes to establish it among nations.

Under these circumstances, I cannot but hope that her Majesty's government will so far reconsider the interdiction they appear to have laid upon the United States, in the present case, as not to demand, as a prior condition, the performance of a common act of remonstrance, not simply a series of measures never required before, but one at war with the whole

previous policy of Great Britain in its own case, contrary to the general practice of nations, as well as obviously impossible to perform.

I pray your lordship to accept the assurances of the highest consideration with which I have the honor to be, my lord, your most obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, *&c.*, *&c.*, *&c.*

Agreement made at Liverpool this 28th day of March, 1863.

Ten days after the ship Japan sails from the river Clyde the undersigned do hereby promise and agree to pay to any person who shall advance two pounds ten shillings — pence to Edward Davis, on this agreement, the sum of two pounds ten shillings — pence, provided the said Edward Davis shall sail in the said ship from the said river Clyde.

JONES & CO.

Payable at 28 Chapel street.

ANNO DECIMO TERTIO GEORGII II, CAP. III.

An act for the better supply of mariners and seamen to serve in his Majesty's ships of war, and on board merchant ships and other trading ships, and privateers.

For the better supply of mariners and seamen to serve in his Majesty's ships of war, and on board merchant ships and other trading vessels, and privateers, and for the better carrying on the present or any future war, and the trade of Great Britain during the continuance thereof, may it please your Majesty that it may be enacted, and be it enacted by the King's most excellent Majesty, by and with the advice and consent of the lords spiritual and temporal, and commons, in this present Parliament assembled, and by the authority of the same—

That, during the continuance of this present war, and no longer, except in respect of such merchant ships and other trading ships or vessels, and privateers, which shall be on their voyage before the determination of this war, who shall be and are hereby allowed the liberty and benefit of returning home, navigated in the manner as hereinafter is provided, it shall and may be lawful for any merchant ship, or other trading ship or vessel, or privateer, to be navigated by foreign seamen or mariners, not being natives of Great Britain, or any of the colonies or plantations thereto belonging, or his Majesty's natural or naturalized subjects, so as the number of such foreign seamen or mariners do not exceed three-fourths of the mariners at any one time employed to navigate such merchant ships, or other trading ship or vessel, or privateer; and that one-fourth, at least, of the mariners or seamen so employed be, at all times, natives or his Majesty's naturalized subjects of Great Britain, (sudden death and a hazard and casualties of war and the seas saved and excepted,) one act of Parliament, made in the twelfth year of his late Majesty's reign King Charles the II, intituled *An act for the encouraging and increasing of shipping and navigation*, or any other statute or law to the contrary notwithstanding.

II. And for the better encouraging of foreign mariners and seamen to

come and serve on board ships belonging to this kingdom of Great Britain, be it further enacted, by the authority aforesaid, that every such foreigner, mariner or seaman, who shall, from and after the 1st day of January, 1739, have faithfully served during the time of war on board any of his Majesty's ships of war, or any merchant or other trading ship or ships, vessel or vessels, or privateer, (which, at the time of such service, shall belong to any of his Majesty's subjects of Great Britain,) for the space of two years, shall, to all intents and purposes, be deemed and taken to be a natural-born subject of his Majesty's kingdom of Great Britain, and have and enjoy all the privileges, powers, rights, and capacities which such foreign mariner or seaman could, should, or ought to have had and enjoyed in case he had been a natural-born subject of his Majesty, and actually a native within the kingdom of Great Britain.

III. Provided, nevertheless, and it is hereby further enacted and declared, that no person who shall be naturalized by virtue of this act shall thereby be enabled to be of the privy council, or a member of either house of Parliament, or to take any office or place of trust, either civil or military, or to have any grant of lands, tenements, or hereditaments from the Crown to himself, or any other person or persons in trust for him, anything herein contained to the contrary thereof in anywise notwithstanding.

IV. And be it further enacted by the authority aforesaid, that it shall and may be lawful for his Majesty, his heirs and successors, at all times, when it shall be found necessary to declare war against any foreign power, to publish a royal proclamation, if he or they shall judge it requisite, to permit all merchant ships and other trading vessels, and privateers, to be manned with foreign mariners and seamen during such war, in the manner as by this act provided; and that upon the publishing of such proclamation, this act, and everything therein contained, shall be deemed to be in full force and virtue, and have continuance for and during the time of any said war, and no longer, except in respect to such merchant ships and other trading ships or vessels, and privateers, which shall be on their voyage before the determination of such war, who shall be, and are hereby, allowed the liberty and benefit of returning home, navigated in the manner as hereinbefore is provided.

Mr. Adams to Mr. Seward.

No. 398.]

LEGATION OF THE UNITED STATES,
London, April 30, 1863.

SIR: I have the honor to transmit a copy of one of the official publications made for the use of Parliament, containing the correspondence which has passed between Lord Russell and myself on the subject of alleged enlistments on account of the United States in Great Britain. One additional note has been written by me since the date of this publication; a copy of which, with its inclosures, is likewise forwarded.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, April 29, 1863.

MY LORD: In further explanation of the views which I had the honor to submit to you, in my note of the 18th instant, as to the causes of the present emigration, I have the honor to submit copies of notes addressed to me by two gentlemen of high character in the United States, who are in a position to write with knowledge of the facts. The original memorandum, a copy of which is likewise submitted, is now in my hands.

I pray, &c.,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Mr. Aspinwall to Mr. Adams.

TUESDAY MORNING.

MY DEAR SIR: I mentioned to you, some days ago, that several railroads were looking to Great Britain and to Canada for laborers exempt from the conscription act. Two or three companies were, to my own knowledge, making such arrangements. To-day I happened to speak of the matter to Mr. McHenry, the agent of the Atlantic and Great Western railroad, now being extended through the State of Ohio, and I received from him the inclosed memorandum from the agents in New York, on the promise to return it to him this week. McAndrew and Wann are British subjects; the latter brother to the manager of the Belfast Bank. And Mr. Kennard, the consulting engineer alluded to in memorandum, is an Englishman, nephew to the bankers in this city.

Very truly and respectfully yours,

WILLIAM H. ASPINWALL,
Edwards's Hotel.

His Excellency C. F. ADAMS, &c.

Messrs. McAndrew & Wann to Mr. Henry.

[Memorandum.]

NEW YORK, *March 27, 1863.*

DEAR SIR: Mr. Kennard wishes you to send out 500 mechanics. He will have work for them, and more. Wages here—say, blacksmiths, \$2 to \$2 50; riveters, \$1 50 to \$2; fitters, the same; molders, \$1 50; and trimmers, do., per day. Riveters wanted particularly. He also would like you to send out 3,000 laborers. Their wages will be \$1 25 per day. They should pay their own way out. Mechanics can be had in Belfast and Scotland.

Truly yours,

MCANDREW & WANN.

JAMES HENRY, Esq., *London.*

Mr. Forbes to Mr. Adams.

LONDON, *April 28, 1863.*

MY DEAR SIR: The extraordinary misapprehension which seems to exist here, even among *sane* people, in regard to enlistments in this

country for the United States, leads me to state that more than two months ago I was called upon, as a director in one of our Lake Superior land companies, to vote upon an appropriation of money, to be used in combination with other companies there, for bringing miners and other laborers over to supply the great want of labor that had already been felt there. I know, too, that the great railroad lines of the West were suffering under the increase of wages and the scarcity of men, especially of those exempt from draft. Even on the seaboard, in our short winter days, common labor was at \$1 25 per diem.

It seems to me the plain facts of the case are quite enough to explain the emigration, without supposing want of good faith in our government as its cause or stimulant.

Very truly yours,

J. M. FORBES.

His Excellency CHARLES FRANÇOIS ADAMS, &c., &c.

Mr. Seward to Mr. Adams.

No. 580.]

DEPARTMENT OF STATE,
Washington, May 5, 1863.

SIR: Your dispatch of April 17 (No. 378) has been received. Your refutation of the allegations that this government is engaged in enlisting in Great Britain recruits for its armies is approved. No agent for such a purpose has ever been sent into any foreign country, nor has any proposition ever been made, directly or indirectly, or sanctioned by this government, nor has any such an one, made by any authorized person, ever come to the knowledge of the government.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Mr. Seward.

[Extract.]

No. 406.]

LEGATION OF THE UNITED STATES,
London, May 7, 1863.

SIR: The correspondence referred to in my dispatch No. 396, of the 30th of April, has been since closed by an exchange of notes, copies of which are now transmitted. * * * *

I do not know with whom rests the responsibility for the delay in the delivery of my notes, as mentioned by his lordship. I have taken measures to fix the date at which they pass out of my hands at the Foreign Office.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, May 1, 1863.

SIR: Your letter of the 25th of April, in reply to mine of the 20th of that month, did not reach me until the morning of the 28th. I mention

this to explain to you why it was not included in the collection of papers presented to Parliament on the 27th, of which my letter formed a part.

I think it necessary, in consequence of the tenor of your letter, to point out to you that you have entirely misapprehended the purport of my letter of the 20th of April. My object in that letter was not to discuss the question of the practice of nations to admit into their naval or military service the subjects or citizens of other states, but merely to point out that the government of the United States had no right to complain, as of an unfriendly act on the part of this country, that British subjects took service with the so-called Confederate States, so long as the government of the United States allowed and encouraged other British subjects to enter into their own military service.

The government of the United States must either proceed on the principle of admitting all British subjects to voluntary service in its ships and military bodies, and then it has no reason to complain that the confederates do the same; or it must appeal to the foreign enlistment act, and, in that case, it ought not to encourage in its own practice that which it denounces in the case of the confederates.

The government of the United States cannot ask the British government to act partially and unfairly. If thousands of British subjects are to be found fighting in the ranks of the federals, on the invitation of the United States authorities, it is no breach of neutrality that some hundreds should be found in the ships and armies of the confederates upon a similar invitation on their part.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, May 2, 1863.

MY LORD: I am very happy to understand, by the terms of your lordship's note of the 1st instant, what I did not doubt must have been the fact, that no intention was entertained on the part of her Majesty's government to put obstacles in the way of remonstrances on the part of my government against the enlistment, by parties within this kingdom, of her Majesty's subjects, for the purpose and with the intent to carry on war against a nation with which she is at peace. It has seemed to me that such proceedings have been and are carried on, in violation of the neutrality declared in the present contest, and to that extent become just subjects of complaint on my part. I am not aware that I have ever carried my representations beyond that point.

I pray your lordship to accept the assurances of the highest consideration with which I have the honor to be, my lord, your most obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Mr. Adams to Mr. Seward.

No. 410.]

LEGATION OF THE UNITED STATES,
London, May 8, 1863.

SIR: The correspondence on the subject of emigration referred to in my dispatch No. 398, of the 30th ultimo, appears to have come to an

end with the note from Lord Russell of that same date, a copy of which is transmitted herewith.

I have the honor to be, sir, your obedient servant,
 CHARLES FRANCIS ADAMS.

HON. WILLIAM H. SEWARD,
Secretary of State.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, April 30, 1863.

SIR: I have the honor to acknowledge the receipt of your letter of the 29th instant, in further explanation of the emigration of able-bodied persons from this country to the United States.

Requesting you will accept my thanks for this communication, I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Seward to Mr. Adams.

No. 589.]

DEPARTMENT OF STATE,
 Washington, May 9, 1863.

SIR: Your dispatch of the 24th of April, 1863, (No. 392,) has been received. I have read with care and, as I think, with candor, its accompaniment, the note which Earl Russell addressed to you on the 24th of April last on the subject of reputed acts of enlistment for our military forces in Ireland, as well as your reply to that communication.

We have, indeed, observed here a remarkable increase of immigration, especially of immigration from Ireland. But you are entirely correct as well as truthful in the declarations you have made—that not one person has been enlisted, directly or indirectly, in Ireland, or in any foreign country, by any agent or under any authority or with any knowledge of this government. You have assigned some of the causes of this immigration. The enlistment and conscription of men into the loyal and devoted armies of the country, the inducements to military ambition, with the increase of military spirit in the country, which is continually rendering the soldier's career more attractive; the growth of national spirit, with an increase of confidence in the cause of the Union, and, of course, an increase of patriotic devotion to it, all the while urging citizens to abandon the pursuits of civil life; the greater publicity of the contest in foreign countries, and the increased favor felt toward it there as its true character comes to be understood; a marked advance in the prices of labor and skill, consequent upon a condition of industrial activity in agriculture and in the mechanical and manufacturing departments which has hitherto been unknown; the advantages offered to the poor of every land by the homestead law—all these are probably beginning to be felt in Europe. There is yet another material cause; gold and silver have to some extent become demonetized here, and been replaced by a national currency which is satisfactory to the masses of the people. The rewards of labor paid in this currency are increased, without being balanced as yet by a corresponding increase of hiring of labor abroad,

while the cost of subsistence here is not equally enhanced. You are authorized to communicate to Earl Russell so much of the information furnished you by this dispatch as you may think it will be useful that her Majesty's government should have. And in every case you will counteract and deny, in a courteous manner, but with decision and earnestness, all allegations to the effect that we are enlisting soldiers in Ireland, Great Britain, or in any other foreign country.

I trust that the expositions of opinion abroad would justify us in hoping that this new result in Europe of our deplorable strife is likely to induce there the reflection that this civil war has no tenacity of life, except what is derived from the support and sympathy extended to it by prejudiced or misguided parties in foreign countries, whose prosperity and welfare this government not only has no desire to disturb, but really seeks to promote through as speedy return to domestic peace as can be made with safety to the national existence.

The United States, by fostering slavery here, with the tacit concurrence of foreign states for fifty years, have created a system of international industry beneficial to European countries. It is hardly to be expected that, when that policy is all at once arrested and abandoned here, at the cost of a fearful civil war, all the painful results of so sudden and violent a change will be confined to this country, and that the European states will not be obliged to conform their own social industry in some respects to the altered condition of affairs.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Seward to Mr. Adams.

No. 597.]

DEPARTMENT OF STATE,
Washington, May 18, 1863.

SIR: You dispatch of April 30 (No. 396) has been received, together with its numerous and voluminous accompaniments.

I have neither need nor disposition to add anything to your conclusive reply to the novel and extraordinary views concerning the legality of enlistment of foreigners presented by Earl Russell in his note to you on the 18th of April last. Your proceedings in the prosecution of the correspondence are approved.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

[Transmitted with "Mr. Adams to Mr. Seward," No. 497, of September 17, 1863.]

Earl Russell to Mr. Adams.

[Extract.]

FOREIGN OFFICE, September 11, 1863.

SIR: * * * *

But if the question with regard to men is to be raised, the difference is far greater. Even admitted, as asserted by you, though her Majesty's government have no knowledge of the fact, that a small number of British subjects have, in defiance of her Majesty's proclamation, engaged

in the service, either by sea or land, of the confederates, it might be asked whether no British seamen are now employed in the naval service of the United States government? At all events, it is well known that large numbers of natural-born subjects of her Majesty have fought and fallen in the ranks of the federal armies, and it is confidently asserted, though her Majesty's government have no proof of the fact, that agents of the federal government are employed within the United Kingdom to engage subjects of her Majesty to emigrate to the United States with a view of engaging when there in the military service of the federal government.

Her Majesty's government would fain hope that such reports are unfounded, because such a proceeding would not only be a departure from international comity, inasmuch as it would be tempting British subjects to act in violation of her Majesty's proclamation, but it would also be diametrically at variance with the doctrine laid down by the President of the United States, upon a similar matter in 1855, during the war between Great Britain and Russia.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

[The above note will be found printed in full under subdivision "Lairds' Rams," *ante*.]

Mr. Seward to Mr. Adams.

[Extract.]

No. 729.]

DEPARTMENT OF STATE,
Washington, October 5, 1863.

SIR: I have had the honor to receive and submit to the President your dispatch of the 17th of September, No. 497.

Earl Russell adds, that the United States have derived some military supplies from Great Britain, and enlisted many British subjects in their cause. But it can hardly be denied that neither such supplies nor such men would have been necessary, if Great Britain had not, so far as she was concerned, first raised the insurgents to the position of belligerents. Neither the government of Great Britain, nor any other recognized party, has contended, or can contend, that the United States have violated any municipal law, or any treaty, or the law of nations, or even comity towards the British government, in the proceedings by which they have received as merchandise supplies derived from British sources, and have accepted British subjects voluntarily residing in our own country, and voluntarily enlisting as soldiers and seamen in maintaining the cause of the Union. It is hardly necessary to say that the United States stand upon what they think impregnable ground, when they refuse to be derogated, by any act of British government, from their position as a sovereign nation in amity with Great Britain, and placed upon a footing of equality with domestic insurgents, who have risen up in resistance against their authority.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

[From British Blue Book, "North America," No. 7, 1864, p. 1-2.]

No. 1.

Mr. Arbuthnot to Mr. Hammond.

TREASURY CHAMBERS,
November 21, 1863.

SIR: I am commanded by the lords commissioners of her Majesty's treasury to transmit to you, for the information of Earl Russell, the inclosed copy of a letter from the commissioners of customs relating to a report that the United States war sloop Kearsarge had taken on board British subjects at Queenstown, and I am to state that my lords would be glad to be informed whether, in his lordship's opinion, any further steps should be taken in the matter.

I have, &c.,

G. ARBUTHNOT.

[Inclosure No. 1.]

Mr. Gardner to Mr. Hamilton.

CUSTOM-HOUSE, November 19, 1863.

SIR: I am directed to acquaint you, for the information of the lords commissioners of her Majesty's treasury, that a rumor having reached the collector of this revenue at Cork, that the United States war sloop Kearsarge, which put into that port on the 2d instant, had taken on board and proceeded to sea with several men, being British subjects from the neighborhood of Queenstown, he caused inquiry to be made, with a view of ascertaining whether any infringement of the provisions of the foreign enlistment act had taken place. The person from whom the rumor emanated was a person named Samuel Dunn, a pensioner, residing at Ringaskiddy. Upon being questioned by the collector, Dunn stated that James Haley, a native of Ringaskiddy, and who lived at that place about twenty years ago, at which time he was in the British service on board of the Shamrock, afterwards joined the American service, and is now an officer on board of the Kearsarge. On the recent arrival of that vessel, Haley went on shore at Ringaskiddy to visit his relatives, and while on shore remained at the house of his sister. It is alleged that during his stay there he persuaded the following persons to go to sea in the Kearsarge, but under what agreement no evidence appears: John Sullivan, Edward Pyburne, Thomas Murphy, George Patterson, Dennis Leary, natives of Ringaskiddy.

It is also alleged that Michael Ahern, of Queenstown, joined the said vessel. The five persons first named, who are from seventeen to eighteen years of age, were taken on board the ship by John Dunn, the son of Samuel Dunn, whose declaration to that effect is inclosed. It does not appear how Michael Ahern (a clerk lately dismissed from the service of Messrs. Scott, of Queenstown) was taken on board. The reports of the officers at Cork, and the declaration of John Dunn, having been referred to the solicitor of this revenue, he has reported that the circumstance of the men having been put on board and sailed away in a vessel of war of the United States affords a strong inference that they have entered into the American war service, but that the proofs are not

very strong to support such a case, and there is no person known ashore who has been shown to be concerned in enlisting the men so as to render him amenable to prosecution under the second section of the foreign enlistment act, unless it be John Dunn himself, whose statement is very vague.

He appears, according to his own statement, to have acted as an unpaid volunteer, and does not explain wherefore or by whose instructions he put the men on board.

I am, &c.,

F. G. GARDNER.

[Inclosure No. 2.]

Declaration of John Dunn.

QUEENSTOWN, November 12, 1863.

I, John Dunn, of Ringaskiddy, do declare that on Wednesday, the 4th day of November, I took on board the American sloop of war Kearsarge, in Queenstown harbor, John Sullivan, Edward Pyburne, Thomas Murphy, and George Patterson, and on Thursday, the 5th of November, Dennis Leary, all of whom lived at Ringaskiddy, none of whom have landed to my knowledge.

I got no pay for taking them on board, they being too poor to pay, and I am not aware of any payment made to them on board.

JOHN ^{his} X DUNN.
mark.

Read over to the party in our presence, who witness his mark hereto this 12th November, 1863, at Queenstown.

J. MOORE, *Surveyor*.

N. SEYMOUR.

P. DUNN.

[From British Blue Book, "North American," No. 7, 1864, p. 2-4.]

No. 2.

The Earl of Donoughmore to Earl Russell.

52 SOUTH AUDLEY STREET,
London, November 25, 1863.

MY LORD: I think it right to forward to your lordship the inclosed copy of a letter received this day from the Hon. J. M. Mason, together with copies of the declarations to which it refers.

Believe, &c.,

DONOUGHMORE.

[Inclosure No. 1.]

Mr. Mason to the Earl of Donoughmore.

16 RUE DE MARIGNAN,
Paris, November 23, 1863.

MY LORD: I have received here the affidavits of which I venture to inclose copies.

They were taken, as you will see, at Cork, in Ireland, by the commercial agent of the Confederate States at that place, and clearly prove the enlistment of a number of men into the naval service of the United States on board the federal frigate Kearsarge whilst recently at that port.

It is certainly desirable that this offense should be brought to the notice of the government, an office which I am not in a position to perform.

I have taken leave, therefore, to send the papers to you, and though without any request, (which I could not take the liberty to make,) yet if you think proper to send them to the Foreign Office, it would place it in the power of the government to examine into the facts. The original affidavits remain in the possession of Robert Dowling, esq., at Cork or Queenstown.

I have, &c.,

J. M. MASON.

[For inclosed affidavits of Patrick Kennedy (inclosure No. 2) and Edward Lynch (inclosure No. 3) see inclosures to dispatch No. 548 of Mr. Adams to Mr. Seward, dated December 4, 1863.]

Mr. Adams to Mr. Seward.

No. 548.]

LEGATION OF THE UNITED STATES,
London, December 4, 1863.

SIR: On the 30th ultimo I received a note from Lord Russell, a copy of which I now transmit. It seems to be supported by two affidavits, which have already found their way into the newspapers, and appear in the Times of the 2d instant.

As soon as possible I wrote a reply to his lordship's note, a copy of which is appended. At the same time I directed my secretary, Mr. Wilson, to write a letter to Mr. Eastman, the consul implicated, to learn from him the facts in the case. It is quite apparent that a trap was laid for the commander of the Kearsarge. I shall be very sorry if it should turn out that he has fallen into it. The allegations respecting Mr. Eastman are so vague and slight that I think it scarcely probable he had any share in the transaction, whatever it may have been.

I have just received a telegram from Eastman in advance of his letter, in answer to Mr. Wilson, explicitly denying that he has had, directly or indirectly, any knowledge of a participation in the enlistment of a British subject.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *November 30, 1863.*

SIR: I have the honor to call your attention to the following statement, which has come to the knowledge of her Majesty's government, respecting the shipment of British subjects on board the United States

ship of war Kearsarge, when in the port of Queenstown, for service in the navy of the United States:

It is reported that when the Kearsarge was at Queenstown, early in this month, one of her officers named James Haley, who had been a resident of Ringaskiddy, about twenty years ago, and who, after serving on board her Majesty's ship Shamrock, had entered into the service of the United States, went ashore for the purpose of visiting his sister at that place, and when there persuaded five persons, named John Sullivan, Edward Pyburne, Thomas Murphy, George Patterson, and Dennis Leary, to go to sea in the Kearsarge. These men are said to have been taken on board that vessel by one J. Dunn, a boatman of Ringaskiddy. Another person of the name of Michael Ahern, lately in the employment of Messrs. Scott, of Queenstown, is also reported to have gone on board at the same time. None of these persons seem to have come on shore again, and they, therefore, must have sailed in the Kearsarge and have taken service in her as seamen.

Her Majesty's government have also been furnished with copies of affidavits made by Patrick Kennedy and Edward Lynch, both natives of Queenstown, who declare that they proceeded on board the Kearsarge to enter as seamen, but did not sail in her.

Patrick Kennedy deposes that he underwent an inspection by the ship's doctor, and that his name was registered; that he saw seven or eight other men from Ringaskiddy come on board, all Irishmen, one of them named Murphy. The names of the others he states himself not to know. He states that he was informed that the pay would be twelve dollars per month. Kennedy, however, left the ship with the pilot and returned to land. Kennedy also deposes that he saw on board the Kearsarge Mr. Eastman, the American consul at Queenstown, in conversation with one of the officers, and that Mr. Dawson, the agent of the consul, was also on board.

Edward Lynch's affidavit corroborates the assertion made by Kennedy. He says that he went on board with two other Irishmen, Daniel O'Connell, of White Point, and John Connelly, of Bishop's street, Queenstown; and that O'Connell and Connelly, having been passed by the doctor, were engaged as seamen, together with three other men, all British subjects, whose names he did not know, he himself being rejected on account of his height. He declares that all those whom he saw thus engaged sailed in the vessel when she left Queenstown.

I need not point out to you the importance of these statements, as proving a deliberate violation of the laws of this country, within one of its harbors, by commissioned officers of the navy of the United States.

Before I say more, I wait to learn what you can allege in extenuation of such culpable conduct on the part of the United States officers of the navy and the United States consul at Queenstown.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

[Affidavits referred to in the preceding communication.]

THE FOREIGN ENLISTMENT ACT.

60 ST. VINCENT CRESCENT, GLASGOW, *November 30.*

SIR: As bearing upon the known wholesale violations of the foreign enlistment act by agents and officers of the United States government,

I submit as matter of public interest at this time the following official documents which have come into my hands.

I am, &c.,

JAMES SMITH.

EDITOR OF THE TIMES.

"Borough of Cork, to wit: by one of her Majesty's justices of the peace for the borough.

"I, Edward Lynch, of Queenstown, in the county of Cork, yeoman, do solemnly and sincerely declare that the American war steam frigate Kearsarge came into the port of Queenstown, in this county, on the 2d day of November instant, where she anchored and remained till the 6th day of November following. That it was rumored that she was taking men for the support of the war now going on in America, and that I, in company with one Daniel O'Connell, of Whitepoint, and one John Connolly, of Bishop's street, in the town of Queenstown, both in said county, and all Irishmen, went on board said war frigate. That I remained on board said war frigate up to the hour of half-past 5 o'clock in the afternoon on said day, and got my dinner and supper on board with all the other hands, and that the boatswain of said frigate shipped the said O'Connell and Connolly to serve on board said war frigate, and proceed to America therein, but objected to me on account of my height. That previously to the shipping of said two men, O'Connell and Connolly, they had to pass inspection of the naval doctor on board in the usual way in which men enlisting in the naval service have to do. That another man, whose name I do not know, and also, as I believe, a British subject, who formerly belonged to a merchant ship, and was residing in Queenstown for about three months previously, passed the doctor, and was shipped. That two other men, who belong to Ringaskiddy, in this county, were also taken as firemen on board said war frigate, and that it was stated on board that the pay was to be twelve dollars per month. That the captain of said frigate was not on board at the time of these occurrences; but I heard the commander say to the boatswain, 'I'll leave them in charge to you now.' The boatswain took them with him, and in some time after they, the said O'Connell and Connolly, returned, and told me they passed the doctor. O'Connell's mother, now Mrs. Buckley, lives at the back of the chapel at Queenstown. A boatman from the Holy Ground at Queenstown also came on board, passed the naval doctor, in the usual way aforesaid, and was taken into service on board. There were about two hundred hands on board, principally English and Irish. The said war frigate sailed from this port, by the direction of the admiral now stationed at Queenstown, on Friday, the 6th day of November instant; and it was stated they would first proceed to France, thence to America. The men of whom I have declared sailed on board said war frigate out of the port of Cork, and I make this solemn declaration, conscientiously believing the same to be true, in pursuance of the statute for the abolition of oaths and the substitution of declarations in lieu thereof.

"EDWARD ^{his} X LYNCH.
mark.

"Truly read by me to said Edward Lynch.

"THOMAS H. CROFTS.

"Made and subscribed before me, in the borough of Cork, this 16th day of November, 1863.

"ROBERT HALL,

*"One of her Majesty's Justices of the Peace
for the Borough of Cork."*

"Borough of Cork, to wit : by one of her Majesty's justices of the peace for the borough of Cork.

"I, Patrick Kennedy, of Queenstown, in the county of Cork, yeoman, do solemnly and sincerely declare that on Tuesday, the 3d day of November instant, I went on board the American war frigate Kearsarge, then lying in the port of Cork, for the purpose of enlisting in the naval service to which she belonged. J. Thomas Vesling, of Queenstown, and two other men from the light-house, whose names I do not know, were with me. We all went for the same purpose, having previously ascertained that the officers on board were enlisting men ; this was widely circulated throughout Queenstown. When I went on board it was about 2 o'clock, and one of the officers told me I'd be taken as a landsman. The same officer told a person, whom I believe to be the boatswain's mate, to take me before the doctor, and accordingly I and the three other men were taken before the doctor of the ship, were stripped, even our stockings taken off, and passed his inspection. We left about 4 o'clock, promising to come aboard at 7 o'clock same evening. I did not go aboard that evening, but returned at about 7 o'clock next morning, and had breakfast, dinner, and supper on board. While aboard next day, seven or eight men from Ringaskiddy, all Irishmen, came aboard, and told me they had passed the doctor. These men sailed on board the vessel. I did not, as I, when outside the harbor, as the parties were asleep below, slipped into the boat with the pilot, and came home. A boy named Murphy, from Queenstown, also passed the doctor, and sailed in the vessel, as did all the others, with the exception of Vesling ; he did not go. There were from one hundred and fifty to two hundred men taken on board, nearly all Irish. I saw Mr. Eastman, the American consul for Queenstown, on board. He was in conversation with some of the officers on board, and remained for some time. Mr. Dawson, the agent of the consul, was also on board. I was told twelve dollars a month would be the pay. After we passed the doctor our names were registered. And I make this solemn declaration, conscientiously believing the same to be true, and in pursuance of the statute for the abolition of oaths and the substitution of declarations in lieu thereof.

"PATRICK ^{his} × KENNEDY.
mark

"Made and subscribed before me, at and in the borough of Cork, this 18th day of November, 1863.

"FELIX MULLUN,
"One of the Justices of the Peace for the Borough of Cork."

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, December 2, 1863.

Mr. Adams, envoy extraordinary and minister plenipotentiary of the United States, presents his compliments to the Right Honorable Earl Russell, her Majesty's principal secretary of state for foreign affairs, and has the honor to acknowledge the reception of his lordship's note of the 30th ultimo, relating to certain unlawful proceedings, alleged to have taken place at Queenstown, in the enlistment of her Majesty's subjects on board the Kearsarge, and in the agency of the consul of the United States, Mr. Eastman, in that transaction.

It would be a cause of deep regret to Mr. Adams if any just grounds should have been given by an officer of the United States to any similar allegation. He loses no time in assuring his lordship that he has taken immediate measures to apprise Mr. Eastman of the nature of the statement thus made, and to obtain the necessary explanations of the matter from him. In the mean time Mr. Adams cannot permit himself to doubt that the charge will prove to have been founded in some misconception of the facts in the case.

Mr. Adams prays Earl Russell to accept the assurances of his highest consideration.

[From British Blue Book, "North America," No. 7, 1864, p. 6.]

No. 6.

The Secretary to the Admiralty to Mr. Hammond.

ADMIRALTY, December 9, 1863.

SIR: I am commanded by my lords commissioners of the admiralty to send you herewith, for the information of Earl Russell, a copy of a letter from Rear-Admiral Sir Lewis Jones, dated the 7th instant, relative to fifteen seamen having been landed at Queenstown from the United States sloop-of-war Kearsarge, who stated that they had been shipped at that port.

I am, &c.,

W. G. ROMAINÉ.

[Inclôsure.]

Rear-Admiral Sir L. Jones to the Secretary to the Admiralty.

"HASTINGS," QUEENSTOWN,
December 7, 1863.

SIR: I have the honor to report, for their lordship's information, that the United States steam corvette Kearsarge came off the harbor this morning, and shortly afterwards fifteen seamen were landed from her by the Petrel, a schooner pilot-boat, belonging to Messrs. Scott & Co., merchants, of Queenstown.

2. It appears from the statements of these men that they were shipped between the 2d and 5th November last, while the Kearsarge was wind-bound at this port, and regularly entered as part complement of the ship on arriving at Brest.

3. I would beg to observe that Captain Winslow, of the Kearsarge, was perfectly aware of her Majesty's proclamation and the statute law on that point, as he had a copy of the proclamation in his possession, and I had a conversation with him on the subject, and he stated to me in the presence of Mr. Eastman, the United States consul, that he did not want any men—he only wanted a clerk.

4. The men now landed are in custody, awaiting the decision of the custom-house authorities in London.

5. I have further to add that Mr. Eastman, the United States consul, read to me this morning a letter he had received from Captain Winslow, of the Kearsarge, stating that a number of men were found secreted on board the Kearsarge after his leaving Queenstown on the 5th November,

and that he would have landed them at Brest, but that doing so would have put them into the hands of the confederate war steamer Florida, and he now sends them on shore at Queenstown.

I have, &c.,

LEWIS JONES.

[From British Blue Book, "North America," No. 7, 1864, p. 6-8.]

No. 7.

The Secretary to the Admiralty to Mr. Hammond.

ADMIRALTY, December 19, 1863.

SIR: With reference to my letter of the 9th instant, I am commanded by my lords commissioners of the admiralty to send you herewith, for the information of Earl Russell, a copy of a further letter from Rear-Admiral Sir Lewis Jones, dated the 8th instant, with copies of its inclosures, relating to the men relanded at Queenstown from the United States ship of war Kearsarge.

I am, &c.,

W. G. ROMAINE.

[Inclosure No. 1.]

Rear-Admiral Sir L. Jones to the Secretary to the Admiralty.

"HASTINGS," AT QUEENSTOWN,
December 8, 1863.

SIR: With reference to my letter of yesterday's date, I inclose herewith, for their lordships' information, a copy of the letter from Captain Winslow, of the United States sloop Kearsarge, which Mr. Eastman, the United States consul, read to me yesterday. Also a letter from Captain Winslow to myself, reporting his arrival for the purpose of landing sixteen men, said to have concealed themselves on board the Kearsarge prior to that ship's departure from Queenstown on the 5th of November, with copies of the certificates of Captain Winslow and Lieutenant Thornton, executive officer of the Kearsarge, relating to the men in question.

2. Since my letter of yesterday's date I find another man was landed, which makes the number sixteen instead of fifteen.

3. On the United States consul informing me that he intended to go on board the Kearsarge to communicate with Captain Winslow, I requested him to state to that officer that I considered the manner of landing the men in a pilot-boat without having previously communicated with the authorities of this place was irregular.

I am, &c.,

LEWIS T. JONES.

[Inclosure No. 2.]

Captain Winslow, U. S. N., to Mr. Eastman.

[For this inclosure see inclosure to dispatch No. 561, of Mr. Adams to Mr. Seward, dated December 22, 1863, *post.*]

[Inclosure No. 3.]

*Captain Winslow to Rear-Admiral Sir L. Jones.*KEARSARGE, OFF QUEENSTOWN,
December 7, 1863.

SIR: I have the honor to inform you that I came to off Queenstown for the purpose of landing sixteen refugees who had concealed themselves on board this ship, prior to her departure from Queenstown on the 5th of November.

I learn here that an attempt has been made to magnify this circumstance, for purposes unfriendly to the United States.

I have therefore given to the American consul my certificate with a representation of the circumstances by the executive officer of this ship, and I have directed the consul to hand you a copy of the same.

Very respectfully, &c.,

JOHN A. WINSLOW.

[For inclosures 4 and 5 to No. 7, being the certificate of Captain Winslow and the report of Mr. Thornton, his executive officer, see dispatch No. 553 of Mr. Adams to Mr. Seward, dated December 11, 1863, *post.*]

Mr. Adams to Mr. Seward.

[Extract.]

No. 553.]

LEGATION OF THE UNITED STATES,
London, December 11, 1863.

SIR: Since writing my dispatch No. 548, of the 4th instant, I have received a letter from Mr. Eastman, exonerating himself from the charges brought against him on the strength of the depositions referred to by Lord Russell. On the 7th I addressed a note to his lordship, a copy of which is annexed.

Captain Winslow has touched at Queenstown, and set ashore sixteen men, who are presumed to be the persons referred to in the depositions. He and Mr. Eastman have sent me papers explaining the circumstances under which they were carried away, copies of which are transmitted. I have not yet sent copies to Lord Russell, nor have I replied to Captain Winslow.

* * * * *

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

*Mr. Adams to Earl Russell.*LEGATION OF THE UNITED STATES,
London, December 7, 1863.

MY LORD: With reference to your note of the 30th November, respecting certain insinuations contained in the depositions of parties at Queenstown against the conduct of Mr. Eastman, the consul of the

United States, in connection with a supposed enlistment of men for service in the steamer Kearsarge, I take pleasure in transmitting to you a copy of what Mr. Eastman writes in answer to my inquiry.

I pray your lordship to accept the assurances of the highest consideration with which I have the honor to be, my lord, your most obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Mr. Eastman to Mr. Adams.

[Extract.]

UNITED STATES CONSULATE,
Queenstown, Cork, December 4, 1863.

SIR:

With regard to any connivance upon my part in this matter, I can truly assert and declare that I do not know of a single shipment of seamen on board of the vessel, nor of the hiring or engagement of any, and have no doubt if such shipments took place I should have had some information; and from the positive assurances of the captain and his officers, I cannot believe that the captain or his officers did, during the stay of the vessel in this port, commit the acts represented to Earl Russell, as stated in his communication of the 30th of November. I feel assured, from the position of the captain in the service, that you will be justified in assuring Earl Russell that no such acts as have been represented to him were committed, and again would fearlessly state that, so far as I am concerned, I am perfectly ignorant of such alleged acts, and should not be so remiss in my duty to my government as not to convey it to them, if such had occurred to my knowledge.

I have the honor to be, sir, your obedient servant,
EDWIN G. EASTMAN,
United States Consul.

His Excellency C. F. ADAMS,
United States Minister, London.

Mr. Eastman to Mr. Adams.

UNITED STATES CONSULATE,
Queenstown, Cork, December 7, 1863.

SIR: I have the honor to inform you that this morning the Kearsarge arrived off this port, and sent sixteen men ashore in a pilot-boat; also a letter to me stating the fact. I was so very much surprised at such a strange proceeding, that I immediately took a boat and went on board, and demanded of the captain his reasons for so doing in writing, copies of which I herewith inclose to you. I endeavored to prevail upon the captain to come in and anchor and explain, but it was of no use.

I have the honor to be, sir, your obedient servant,
EDWIN G. EASTMAN,
United States Consul.

His Excellency C. F. ADAMS,
United States Minister, London.

Lieutenant Thornton to Captain Winslow.

UNITED STATES STEAMER KEARSARGE,
Off Cork Harbor, December 7, 1863.

SIR: I beg leave to state, in accordance with your request, that on or about the 3d of November, 1863, several men from Queenstown came on board of this ship as applicants for enlistment in the naval service of the United States. In the absence of yourself, and of any definite instructions in regard to such applications, I told the men that if they were physically qualified for enlistment they might remain on board until your return, when you would decide. Upon your return, your instructions were *not* to enlist them; they were accordingly sent out of the ship.

Many applications of a similar nature were made, but their enlistment was in every case refused, in accordance with your instructions. During the time we were at anchor the ship was surrounded by boats filled with men desiring to enlist. Orders were given, and executed, not to allow them alongside. On the evening of the 5th this was the case until after dark, and until the ship was under way. The ship went to sea on the evening of the 5th November. It was storming and blowing hard.

In accordance with the usual custom of the ship, and with the necessities of the case, (as I thought,) before tripping the anchor all strangers were ordered out of the ship. The master-at-arms, with the ship's corporal and others of the police force, executed the order, finding men stowed away in the hold, in the carpenter's locker, and elsewhere. These men were put out of the ship, in some cases by force. As soon as the ship was reported cleared, the anchor was tripped, and the ship went to sea.

On the next day several men were discovered who were strangers in the ship. These men, probably with the connivance of the crew, had been so securely concealed as to elude the vigilance of the police force. Upon receiving this information you decided to land these men at Brest, whither you were bound. The men were sent out of the ship at Brest, in accordance with this determination, but pleading destitution they returned, and were permitted to remain on board until this morning, when they were landed in Queenstown by the pilot-boat Petrel.

I would add that the names of these men, upon their return to the ship while in Brest harbor, were placed upon the ship's books, for the purpose of their support and comfort, they being otherwise utterly destitute.

Very respectfully, your obedient servant,

JAMES S. THORNTON,

Lieutenant Commander U. S. N., and Executive Officer.

Captain JOHN A. WINSLOW, &c., &c., &c.

Statement of Captain Winslow.

UNITED STATES STEAM SLOOP KEARSARGE,
Off Queenstown, December 7, 1863.

I certify that the United States steam sloop Kearsarge arrived in Queenstown on the night of the 2d of November, 1863, and that on the following day I left the ship for Cork. On my return to Queenstown, accompanied by the American consul, I called upon the admiral in com-

mand, and in course of conversation reference was made to a paragraph in the papers, that the Kearsarge had come in for the purpose of enlisting men, when I informed the admiral that I had received notice from the executive officer of the Kearsarge that many persons had applied to be shipped, and in response I had directed him to notify all persons that no enlistments would be made, and instructions were given in accordance.

On the night of the 5th of November, 1863, while blowing heavy with thick rainy weather, the Kearsarge went to sea. On the following day report was made to me that several men had been discovered on board, and investigation showed that they had concealed themselves in the ship during the thick and rainy weather of the day or night previous, and disguised in this way proceeded in the ship, hoping to be enlisted in the service of the United States after she got to sea. The Kearsarge was on important duty, watching the Florida at Brest, and it was, therefore, impracticable to return the men to Queenstown immediately. I directed the men to be held at Brest, in apprehension, if they were turned ashore, they would join the Florida, resolving as soon as the Kearsarge left Brest again to put them ashore at Cork.

The Kearsarge left Brest again on the 5th of December, 1863, and, in accordance with my resolution, I have this day sent sixteen men ashore in the pilot-boat Petrel, with a list of their names as given to the American consul.

JOHN A. WINSLOW, *Captain.*

[From British Blue Book, "North America," No. 7, 1864, p. 8.]

No. 8.

Mr. Hammond to Mr. Waddington.

FOREIGN OFFICE, *December 12, 1863.*

SIR: I am directed by Earl Russell to transmit to you herewith, to be laid before Secretary Sir George Grey, copies of papers as marked in the margin* respecting the enlistment at Queenstown of various British subjects to serve on board the United States steam vessel of war the Kearsarge.

The law officers are of opinion that the men who so enlisted on board the Kearsarge should be prosecuted under the foreign enlistment act; and Lord Russell directs me to say that he is of opinion that such prosecution should be instituted as soon as sufficient evidence is collected to sustain it.

I am, &c.,

E. HAMMOND.

[From British Blue Book, "North America," No. 7, 1864, p. 10.]

No. 11.

Mr. Bruce to Mr. Hammond.

WHITEHALL, *December 16, 1863.*

SIR: I have laid before Secretary Sir George Grey your letter of the 12th instant, and its inclosures, respecting the enlistment at Queen-

* Inclosures are previously printed.

town of British subjects to serve on board the United States steam vessel of war the Kearsarge; and I am to acquaint you, for the information of Earl Russell, that the papers have been forwarded to the lord lieutenant of Ireland, in order that his excellency may, if he sees no objection, give the necessary directions for the prosecution of the men so enlisted under the foreign enlistment act, in accordance with the opinion of the law officers of the Crown in this country.

I am, &c.,

H. A. BRUCE.

[From British Blue Book, "North America," No. 7, 1864, p. 10.]

No. 13.

Mr. Hammond to Mr. Bruce.

FOREIGN OFFICE, *December 17, 1863.*

SIR: With reference to my letter of the 12th instant, I am directed by Earl Russell to transmit to you, to be laid before Secretary Sir George Grey, a copy of a further note from Mr. Adams,* inclosing a copy of a letter from the captain of the United States steamer Kearsarge, respecting the seamen embarked on board that vessel at Queenstown.

I am, &c.,

E. HAMMOND.

Mr. Adams to Mr. Seward.

No. 561.]

LEGATION OF THE UNITED STATES,
London, December 22, 1863.

SIR: I have the honor to transmit copies of my note to Lord Russell of the 14th, and of his replies of the 16th and 17th instant, respecting the allegation of enlistments on board the Kearsarge at Queenstown. From the tone of his lordship I am led to infer the government is not altogether satisfied with the replies given by the consul and Commander Winslow; if so, it is not unlikely that the complaint may be transferred to Washington. I have for that reason abstained from entering into the question here any further than is necessary to state the views of the respective officers.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, December 14, 1863.

MY LORD: In reference to the note of the 30th of November, which I had the honor to receive from you, respecting certain allegations made against the commander of the steamer Kearsarge, I now transmit the

* See inclosure previously printed.

copy of a note addressed to the consul by that officer. It would appear from this that he disavows all intention of violating the laws of this kingdom in enlisting men for the service of the United States. Whatever may have been done of the kind seems to have been carried on without his knowledge; and, when he discovered it, he took prompt measures to rectify the error by returning to port and landing the men.

I beg leave to add, that I have transmitted copies of all the papers connected with this subject for the consideration of my government.

I pray your lordship to accept the assurances of the highest consideration with which I have the honor to be, my lord, your most obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Captain Winslow, U. S. N., to Mr. Eastman.

U. S. S. KEARSARGE, AT SEA, December 7, 1863.

SIR: A party of men, either by connivance of the crew or otherwise, were concealed on board this vessel on the night of her departure from Queenstown, the 5th ultimo. These men, I learn, were in expectation of being enlisted in the service of the United States after the Kearsarge had proceeded to sea, but found their mistake.

To have turned them ashore at Brest would have been to open to them the temptation to enlist on board the Florida. I therefore determined to leave them at Queenstown as soon as it was practicable. You will please notify Admiral Jones that I informed him that no enlistments would be made at Queenstown. I have therefore sent on shore this party, that no charge of subterfuge may be alleged in the premises.

Very respectfully, &c.,

JOHN A. WINSLOW.

E. G. EASTMAN, Esq.,

United States Consul, Queenstown.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, December 16, 1863.

SIR: I have the honor to acknowledge the receipt of your letter of the 7th instant, inclosing an extract of a letter dated the 4th instant, from Mr. Eastman, the United States consul at Cork, stating that he did not know of a single shipment of seamen on board the United States steamer Kearsarge, nor of the hiring or engagement of any, and that he had no doubt, if any such shipments had taken place, he should have had some information of it; and further, from the positive assurance of the captain and his officers, he cannot believe that the captain or his officers did, during the stay of the vessel at Queenstown, commit the acts represented to her Majesty's government which formed the subject of my letter to you of the 30th of November, namely, the enlistment of men to serve on board the Kearsarge.

With reference to this statement, I think it right to inform you that a report, dated December 7th, has been received by the board of admiralty, from the port admiral at Queenstown, stating that the Kearsarge

had arrived off the harbor in the morning, and shortly afterward fifteen seamen were landed from her in a pilot-boat. These seamen stated that they were shipped between the 2d and 5th of November last, while the Kearsarge was wind-bound at Queenstown, and that they were regularly entered as part complement of the ship on arriving at Brest.

It appears, further, from the admiral's report, that the commander of the Kearsarge was perfectly aware of her Majesty's proclamation, and of the statute law bearing on the point, and had a copy of the proclamation in his possession; and that he had stated to the admiral, in the presence of the United States consul, that he did not want any men, and only wanted a clerk.

The admiral adds, that on the morning of the 7th the United States consul, Mr. Eastman, read to him a letter which he had received from the captain of the Kearsarge, saying that a number of men were found secreted on board that vessel after her departure from Queenstown, on the 5th of November, and that he would have landed them at Brest, but that doing so would have put them into the hands of the confederate war steamer Florida, and that he now sent them on shore at Queenstown.

The discrepancies between the statements which I have thus recited, together with the statements set forth in my letter of the 30th November, and those which have been transmitted to you by the United States consul at Queenstown, will not fail to attract your attention, and will doubtless suggest to you the propriety of making still further inquiry from your own consul as to the part taken by him in the enlistment of these men.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *December 17, 1863.*

SIR: I have the honor to acknowledge the receipt of your note of the 14th instant, respecting the seamen embarked on board the United States steamer Kearsarge at Queenstown.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. F. W. Seward to Mr. Adams.

No. 791.]

DEPARTMENT OF STATE,

Washington, December 26, 1863.

SIR: Your dispatch of December 4 (No. 548) has been received, together with the correspondence which has taken place between Earl Russell and yourself, concerning an alleged violation of the foreign enlistment law of Great Britain by the commander of the United States steamship Kearsarge at Queenstown, in concert with the United States consul at that place. Your reply to Earl Russell is approved.

You will immediately investigate the charge against both these officers, and will communicate the result to this department. If you find the charge sustained against the consul, you will, without waiting further instruction, dismiss him from his office, and make a temporary appointment in his place.

You will assure Earl Russell that, if the charge shall be sustained against the commander of the Kearsarge, he will be promptly relieved of his command, and other satisfactory amends will be offered to her Majesty's government.

It would seem proper that you should express to Earl Russell our desire to be furnished with such proofs as he may have, in addition to those contained in the affidavits of which you have been furnished by him with copies.

You will inform Earl Russell that his complaint against the commander of the Kearsarge has been submitted to the Navy Department, and that the Secretary thereof will at once call upon the commander for an answer thereto, without awaiting the report of your investigation of the subject.

I am, sir, your obedient servant,

F. W. SEWARD, *Acting Secretary.*

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. F. W. Seward to Mr. Adams.

No. 794.]

DEPARTMENT OF STATE,

Washington, December 29, 1863.

SIR: Referring to instruction No. 791, of the 26th instant, I inclose a copy of a dispatch of the 12th instant, No. 70, from the consul at Cork, in regard to the alleged violation of the foreign enlistment act of Great Britain in the case of the Kearsarge, and which was received subsequent to the writing of No. 791.

I am, sir, your obedient servant,

F. W. SEWARD,
Acting Secretary.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Eastman to Mr. Seward.

No. 70.]

UNITED STATES CONSULATE,

Queenstown, Cork, December 12, 1863.

SIR: I have the honor to inform you that on the 7th instant the United States steamer Kearsarge called off this harbor and sent ashore sixteen men in a pilot-boat, with a note to me. I returned on board the Kearsarge in the pilot-boat, saw the captain, and from him I obtained a statement, a copy of which I inclose. These men, it seems, stowed themselves away on board the Kearsarge, while in this port, in hopes to be shipped when at sea, instead of which the captain took them to Brest, sent them ashore, and then retook them on board and enlisted them in the service of the United States for the term of three years, as I understand.

It seems then he feared he had done wrong, and, afraid of trouble,

when he got up steam, came across here and put these men ashore, with scarcely any explanations.

I have the honor to be, sir, your obedient servant,

EDWIN G. EASTMAN.

Hon. WILLIAM H. SEWARD,
Secretary of State.

[The inclosed statements of Captain Winslow and Lieutenant Thornton are printed with dispatch from Mr. Adams to Mr. Seward, No. 553, December 11, 1863, *ante.*]

Mr. Seward to Mr. Adams.

No. 801.]

DEPARTMENT OF STATE,
Washington, January 5, 1864.

SIR: I have to acknowledge the receipt of your dispatch of the 11th of December, No. 553, and in this connection I take leave to refer to your previous dispatch, No. 548, and to my reply thereto, No. 791. All of these papers relate to Earl Russell's complaint that the commandant of the United States steamer Kearsarge, Captain Winslow, had enlisted seamen in the port of Queenstown, and that Mr. Eastman, the United States consul for Cork, resident at Queenstown, was an accomplice in that affair. Your dispatch first above mentioned gives the consul's positive denial of the charge, so far as it concerns himself, and his denial upon information and belief of the charge against Captain Winslow. The same dispatch is accompanied by a copy of papers, which were placed in your hands by Captain Winslow, in which the charge, as it affects himself, is denied, and proofs are given sustaining that denial.

The same dispatch informs me that you have already submitted the consul's denial to Earl Russell, but that you had not at that time laid before him the papers furnished to you by Captain Winslow.

It will be borne in mind that in my dispatch No. 791 I authorized you to investigate the charges, and to report thereupon to this department, at the same time empowering you to dismiss the consul peremptorily, if you should find him guilty of the offense alleged against him. In the same paper I authorized you to inform his lordship that I should request the Secretary of the Navy to institute an inquiry into the facts, without waiting for the result of your investigation. I further empower you to ask from Earl Russell any proofs he might be able to furnish in support of the charge.

Having thus described the condition of the case, I have now to say: First in regard to the consul, that if no facts controverting his denial shall have come to your knowledge, it seems to be that his innocence is established, and that I hope that it may appear in the same favorable light to her Majesty's government.

Second, in regard to Captain Winslow, that unless you have discovered or been put in possession of facts controverting his denial and proofs, that you will say to his lordship that it seems to this government that Captain Winslow has not intentionally or knowingly violated the anti-enlistment laws of Great Britain, although there is reason to believe that, without his knowledge, some irregularity in that respect was practiced by some of the petty officers and seamen on board his vessel, which was corrected as far as possible when it was discovered by him. It is not proposed, however, to decide definitely this point,

without awaiting a report of your investigation, as well as the result of the inquiry which has been ordered by the Secretary of the Navy.

Finally, you will assure Earl Russell that this government, in the further prosecution of the case, will not fail to vindicate its respect for the laws of Great Britain, and for the laws of nations.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Seward to Mr. Adams.

No. 804.]

DEPARTMENT OF STATE,
Washington, January 6, 1864.

SIR: Since the instruction to you of yesterday, No. 801, on the subject of the alleged enlistments for the Kearsarge at Queenstown was prepared, the letter of that date, a copy of which is inclosed, has been received from the Secretary of the Navy. The only two of the accompanying papers, transcripts of which were not already in your possession, are also herewith transmitted. It is presumed that you may now be enabled to present the case to the British government in a shape that may satisfy it that the men found on board the Kearsarge were not enlisted at Queenstown; that they secreted themselves in the vessel without the knowledge of Captain Winslow; and that they were returned to the place whence they came within a reasonable time after their presence was discovered.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Welles to Mr. Seward.

NAVY DEPARTMENT,
Washington, January 5, 1864.

SIR: On the 29th ultimo I had the honor to acknowledge the receipt of your letter of the 23d ultimo, inclosing a dispatch from Mr. Adams in reference to an alleged violation of the foreign enlistment act of Great Britain by the commander of the United States steamer Kearsarge, and to state that Captain Winslow had been called upon for a report on the subject, as nothing relative to it had been received from him. Since then a report from him, dated December 11, has reached the department, and I have the honor to transmit it and its inclosures, herewith, for your perusal, and for such use as you may think proper to make of their contents.

The return of the report, and the papers accompanying it, is requested.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Hon. WILLIAM H. SEWARD,
Secretary of State.

P. S.—Any further report that may be received from Captain Winslow shall be communicated to you.

Captain Winslow to Mr. Welles.

No. 17.]

UNITED STATES STEAMER KEARSARGE,
Brest, France December 11, 1863.

SIR: I have the honor to inform you that, during the last cruise of the Kearsarge from this port, I took the opportunity of landing at Queenstown sixteen refugees who secreted themselves on board of this vessel prior to her departure from that port on the 5th ultimo.

The accompanying papers afford all information of the character of that act. with the correspondence which followed.

I have the honor to be, very respectfully, your obedient servant,
JNO. A. WINSLOW, *Captain.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Letter of Captain Winslow to Mr. Eastman of December 7, 1863, is printed with dispatch No. 561 of Mr. Adams, *ante.*]

[The inclosed certificate of Captain Winslow will be found printed with dispatch No. 553 of Mr. Adams, *ante.*]

*Captain Winslow to Rear-Admiral Jones.*UNITED STATES STEAMER KEARSARGE,
Off Queenstown, December 7, 1863.

SIR: I have the honor to inform you that I came to, off Queenstown, for the purpose of landing sixteen refugees who had concealed themselves on board this ship prior to her departure from Queenstown, on the 5th of November. I learn here that an attempt has been made to magnify this circumstance for purposes unfriendly to the United States. I have, therefore, given to the American consul my certificate, with a representation of the circumstances by the executive officer of this ship, and I have directed the consul to hand you a copy of the same.

Very respectfully, your obedient servant,
JOHN A. WINSLOW, *Captain.*

Rear-Admiral Sir LEWIS T. JONES,
Com'dg H. M. Naval forces, Coast of Ireland.

[The statement of Lieutenant Thornton will be found printed with dispatch No. 553 of Mr. Adams, *ante.*]

*Captain Winslow to Mr. Adams.*UNITED STATES STEAMER KEARSARGE,
Brest, France, December 11, 1863.

SIR: Your letter, with inclosed memorandum, is at hand. I have just returned from a cruise of reconnoissance up the channel, and while off Cork landed sixteen men, who had secreted themselves on board the Kearsarge some time prior to her departure from Queenstown, on the 3d ultimo.

I learned from the consul at Queenstown of the seizure of this act by

secession agents to make capital of, and left with him originals of the inclosed letters, which will afford you all information in the premises.

I would beg leave to say, that so far as my action is concerned in this case, I was so particular as even to send ashore an American seaman (Boston born,) lest it might be said that I had not dealt faithfully.

I should be pleased to receive your views in consideration of this subject, with any information relating.

It is to be regretted that the daily papers could not publish the facts, and disclose the plot of secession agents to prejudice the public mind.

I have the honor to be, very respectfully, your obedient servant,
JOHN A. WINSLOW, *Captain.*

Hon. CHARLES FRANCIS ADAMS,
Env. Ext. and Min. Plen. of the U. S., London,
or John Bigelow, Esq., United States Consul, Paris.

Mr. Adams to Mr. Seward.

[Extract.]

No. 571.]

LEGATION OF THE UNITED STATES,
London, January 14, 1864.

SIR: Dispatches from the department, numbered from 791 to 795, inclusive, have been received at this legation.

With regard to the case of Mr. Eastman, referred to in your No. 791, of the 26th, and No. 794, of the 29th of December, I have concluded to postpone action upon the subject until I can learn whether Lord Russell has actually made any representation through Lord Lyons. I do not find in the depositions of the enlisted men, so far as they have been published, anything seriously implicating Mr. Eastman; neither do I believe that he was really concerned in the affair. * * * Commander Winslow's subsequent proceedings and disavowal of all evil intention would seem to be sufficient to satisfy any requisition of the British government.

I have the honor to be, sir, your obedient servant,
CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Seward to Mr. Adams.

No. 819.]

DEPARTMENT OF STATE,
Washington, January 18, 1864.

SIR: I have received your dispatch of the 22d ultimo, No. 561, which relates to the alleged enlistments on the Kearsarge. It is not easy to discover the points of difference between the consul's statements and the opposing ones to which Earl Russell refers. I can, therefore, only renew the instruction authorizing you to investigate the matter, and remove the consul, if he has offended, reporting the whole case to me.

I am, sir, your obedient servant,
WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Mr. Seward.

[Extract.]

No. 584.]

LEGATION OF THE UNITED STATES,
London, January 28, 1864.

SIR: I have to acknowledge the reception of dispatches from the department numbering from 801 to 811, inclusive.

Of these, Nos. 801 and 804 relate to the alleged enlistment of British subjects in the Kearsarge. They direct me to reopen the subject of the conduct of Mr. Eastman and Commander Winslow, as if it were still made a matter of remonstrance by the British government. I do not understand this to be the case. Since my note to Lord Russell, of the 14th December, reporting the reply of Commander Winslow, I have perceived no indication of any disposition to dwell further on the matter. It does not appear that any representation has been made through Lord Lyons to you at Washington. To renew the question under such circumstances would seem rather to imply uneasiness in the strength of our position, and over earnestness in satisfying unreasonable complaints. I have for these reasons concluded to defer any action under these instructions until either Lord Russell shall take some new step in the matter, or else you, after becoming fully possessed of the case, as it now stands, shall, nevertheless, still incline to have me take the prescribed course.

I have the honor to be, sir, your obedient servant,
CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Seward to Mr. Adams.

[Extract.]

No. 843.]

DEPARTMENT OF STATE,
Washington, February 13, 1864.

SIR: Your dispatch of January 28, No. 584, has been received.

You are very right in leaving the complaint about the Kearsarge at rest, since the British government have given no further indications of discontent with the ground upon which you have placed it. The President's view in regard to it is, that we should remove, so far as is possible, every plausible ground of complaint of violation of British neutrality laws by our agents, while we claim and insist upon the enforcement of those laws against our enemies in Great Britain and her provinces. Our instructions must always be based upon the understanding we have of facts at the time the dispatches leave this department. On the other hand, the whole aspect of a case existing abroad is often changed without our knowledge, before instructions from this place are received, and, indeed, sometimes before they are written. In all cases you could hardly overdraw upon the confidence of the department in your wisdom and discretion.

I am, sir, your obedient servant,
WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, &c., &c., &c.

Mr. Adams to Mr. Seward.

[Extract.]

No. 607.]

LEGATION OF THE UNITED STATES,
London, March 3, 1864.

SIR: I have to acknowledge the reception of dispatches from the department numbered from 841 to 846, inclusive.

In respect to No. 843, of the 13th of the same month, I transmit herewith a copy of the Times, of yesterday, containing a report of the debate in the House of Lords, in which the complaint about the Kearsarge was introduced by Lord Clanricarde. I infer from Lord Russell's reply that the letter of Commander Winslow was construed as putting an end to it.

I have the honor to be, sir, your obedient servant,
CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

[For debate referred to see Parliamentary and Judicial Appendix, No. 12.]

Mr. Adams to Mr. Seward.

No. 620.]

LEGATION OF THE UNITED STATES,
London, March 18, 1864.

SIR: I have the honor to transmit a copy of the Cork Daily Reporter, containing the proceedings in the crown court in the case of the men who were received in the steamer Kearsarge at Queenstown.

The elaborate effort of the prosecuting officer, aided by the presiding judge, to discourage the emigration to America by the use of the most extraordinary misrepresentations, is one of the marked features of this transaction. Inasmuch as the parties pleaded guilty, the case was easily brought to a conclusion. The next step will be to try persons of much more influence, who will be aided by the active sympathy of friends and associates to escape a verdict. I have little expectation of a similar verdict in their case.

I have the honor to be, sir, your obedient servant,
CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

[For report of trial referred to see Parliamentary and Judicial Appendix, No. 13.]

Mr. Seward to Mr. Adams.

[Extract.]

No. 880.]

DEPARTMENT OF STATE,
Washington, March 21, 1864.

SIR: I have your private and confidential note of the 4th of March, in which you give me a statement of the conversations you have held with Earl Russell in regard to affairs in Ireland.

You may assure him that this government neither authorizes nor approves, nor even knows of any proceedings for recruiting in that country. At the same time it is but just to say that recruiting in our principal cities within the last six months has been, and that it still is, very active, and that this activity is stimulated by rewards to persons who engage in that branch of the public service. It is not impossible, although we have no evidence, and indeed no intimation of the fact, that persons may have extended their labors in that direction among the emigrating population of Ireland. If this were true, it would be an action to be regretted and condemned. But in the absence of any knowledge on our part that anybody has gone to Europe, or is engaged there in so unlawful a business, it does not seem easy for us to meet the case by any direct efforts from this place. You are hereby authorized in your discretion to address a circular letter to the consuls in Ireland, directing them to refrain from, and to caution other American agents against, countenancing any violation of the enlistment laws of Great Britain, and to report directly to this department any cases of such violation that may occur.

* * * * *

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Seward to Mr. Adams.

No. 893.]

DEPARTMENT OF STATE,

Washington, April 4, 1864.

SIR: Your dispatch of March 18, No. 620, has been received. While this government finds no just cause for objection to the proceedings against the persons who attempted to enlist on board the Kearsarge at Cork, in violation of the wishes and the policy of the United States, it is entitled to claim that the pending prosecutions against British subjects who are engaged in forming naval expeditions against our country from British ports shall be conducted with energy and dispatch.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Mr. Seward.

[Extract.]

No. 644.]

LEGATION OF THE UNITED STATES,

London, April 8, 1864.

SIR: On the 31st of March Lord Russell addressed to me a note covering a newspaper report of the trial of the men alleged to have been enlisted on the steamer Kearsarge, and asking me if I had any explanations to make in regard to the same. Recollecting his lordship's having said to me, before the adjournment of Parliament for the Easter holidays, that he should, in connection with the observations of Lord Clanricarde in the House of Lords, like to have such explanations, I drew up a paper on the subject on the 2d instant, which I sent to him at once. He appears

to have had recourse to it in the debate that took place on Tuesday, the 5th. Copies of all the papers are herewith transmitted. It is intimated by Lord Russell in his speech that the correspondence is not closed.

In the midst of these questions Captain Winslow thought proper to send notice to Mr. Morse, the consul here, that he desired to come up to London to make some repairs. Mr. Morse had barely time to apprise me of this intention, before learning that he was actually here and in the Victoria docks. Under these circumstances I wrote as soon as possible a note to Lord Russell, frankly stating the facts, and asking the requisite permission. It certainly was not an opportune piece of information to him. The consequence was, a reply, not overgracious, complaining of Captain Winslow's conduct in other respects, and omitting all notice of the permission asked for. I immediately made a rejoinder, and considering his note as equivalent to a refusal, I notified him that I should direct Captain Winslow to leave forthwith. Copies of all the papers are transmitted.

I learn this morning, that the Kearsage left yesterday, having completed all necessary repairs, before the reception by the captain of my notice.

* * * * *

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

[For debate referred to see Parliamentary and Judicial Appendix, No. 17.]

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Earl Russell to Mr. Adams.

FOREIGN OFFICE, March 31, 1864.

SIR: I have the honor to bring to your notice an account, taken from a newspaper, of what passed at the trial before Mr. Justice Keogh, of the British subjects indicted for having taken service in the United States ship Kearsarge, at Queenstown, in violation of the provisions of the foreign enlistment act; and, with reference to the correspondence which has passed between us, I have the honor to request that you will inform me whether you have any explanations to offer on the subject.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL

CHARES FRANCIS ADAMS, Esq., &c., &c., &c.

[For report of trial referred to see Parliamentary and Judicial Appendix, No. 13.]

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Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, April 2, 1864.

MY LORD: I have had the honor to receive your note of the 31st of March, bringing to my notice an account taken from a newspaper of what passed at the trial before Mr. Justice Keogh, of the British subjects indicted for taking service in the United States ship Kearsarge, at Queenstown, and further requesting me to inform you whether I have any explanation to offer on the subject.

I am very happy to seize the opportunity thus offered to me to state the facts connected with that case, so far as they have been submitted to my examination.

And first, it gives me great satisfaction to apprise your lordship that so long ago as the 26th of December last my government, on the receipt of the first intelligence of your note to me of the 30th of November, addressed to me instructions immediately to investigate the charges against both of the officers referred to in that note, and if I found it sustained against the consul, Mr. Eastman, to dismiss him at once without waiting for further directions; and with respect to the commander of the *Kearsarge*, in case he was found to have been guilty, I was directed to apprise your lordship that he would be promptly relieved of his command, and other satisfactory amends would be offered to her Majesty's government.

I trust that this statement will serve to convince your lordship that, so far as my government is concerned, it has no disposition to tolerate any act of its officers which shall be shown to have been done in contravention of the laws of this kingdom.

The reason why I have not acted under these instructions has been that I have thus far seen no evidence to justify me in doubting the statement of the consul, Mr. Eastman, made to me, that he had no part whatever in the matter. The first intelligence he appears to have had of the men being actually on board the vessel was by a letter from Captain Winslow, reference to which is made in the letter of Rear-Admiral Jones, of the 7th of December. The only testimony affecting him is that of Patrick Kennedy, merely to the effect that he saw him on board the *Kearsarge*, in conversation with some of the officers. Mr. Eastman had early informed me that he did go on board to see the captain; that he found that he had gone ashore; that he did not go below, but stood conversing with the first lieutenant a little while on a subject having no relation whatever to enlistments, and that he soon returned to land. I trust your lordship will agree with me in the opinion that the mere fact of being on board the *Kearsarge* would not justify me in suspecting the consul of being privy to an unlawful act, in the face of his positive denial to the contrary.

With regard to his denial of the charge against Captain Winslow, it is obvious that he could have made it only upon such information as he then possessed, and his own personal belief at the time that it was correct. Even were it admitted that he had been mistaken in this averment, it does not at all follow that his affirmation respecting himself is in any way impeached.

Having thus no evidence whatever in my hands, coming either from the persons alleged to have been enlisted, or from any other source, to prove Mr. Eastman's knowledge or participation in the acts charged, no case seemed to exist to justify me in pursuing any investigation. At the same time I feel it my duty to add that I have been directed to communicate to your lordship the desire of my government that I may be furnished with any such additional proofs as may be in your possession and may be deemed to be material, should it still be the wish of her Majesty's government that the matter should be further pursued.

In regard to the action of the officers of the *Kearsarge*, who appear to be generally involved, by the language of Mr. Justice Keogh, in the suspicion of being parties to a violation of the enlistment act, the facts, so far as I have been able to ascertain them, are these:

It appears that one James Haley, a native of Ireland, but now in the service of the United States as a petty officer on board the *Kearsarge*,

on or about the 2d of November went ashore to visit his relatives at Ringaskiddy. While at this place there is reason to believe that he suggested to several men whom he met the probability that they might get employment on board the steamer. There is no evidence that he himself promised them any, nor that he had any authority whatever to do so if he did. In point of fact, he could have had none. To the extent thus defined, it would seem as if he might have made himself liable as having violated the spirit if not the letter of her Majesty's laws.

The announcement thus made and soon spread abroad produced an immediate effect among the population in the vicinity, the consequence of which was that a number of men, variously estimated at from one hundred and fifty to three hundred, went out to the ship eagerly seeking to be employed. A few of these, being the immediate townsmen of James Haley aforesaid, appear to have been presented to officer Thornton as applicants for enlistment, who, in the absence of the commander, and of any definite instructions, gave them reason to suppose that they might be engaged. They were therefore subjected to the usual examination, subject to the approbation of the captain on his return. To the extent here specified officer Thornton appears to have made himself liable as having violated the spirit if not the letter of her Majesty's law. It is proper in his case to add that he avers he was not aware, at the time, of the provisions of that law.

On the return of the captain to his vessel he was consulted in regard to what had been done, and immediately gave orders not only to forbid the enlistments, but to clear the ship of all the men who had come; and further, to forbid the numerous boats that were crowding around it from coming alongside. The orders were executed not without considerable difficulty, from the desire of the men to stay, and the vessel sailed.

On the next day, however, it was discovered that several men, principally the neighbors and townsmen of James Haley, of Ringaskiddy, had succeeded in escaping detection and were still on board. That these people had been concealed with the connivance of some person or persons belonging to the crew of the Kearsarge, and in the hope of ultimately retaining them, there can be little doubt. But there is no reason to suppose that the commander had any knowledge of or share in it. On learning the fact, his first decision was to put them ashore at Brest, the port to which he was going. This was actually done. But on a reconsideration of the destitute condition in which they would be left, and of the probability that they might be driven to have recourse to enlistment in the vessel formerly known to your lordship as the *Oreto*, and now the *Florida*, which has been notoriously fitted out from a British port, and filled with British subjects, for months past carrying on war against the United States, he determined to take them on board once more and to return to Queenstown for the purpose of restoring them in safety to their own homes. This was accordingly carried out.

The conclusion to which I arrived from an examination of the facts as they have been recited is, that no evidence is brought forward to show that Captain Winslow ever gave any authority to enlist one of these people in Queenstown or elsewhere. On the contrary, he forbid any such proceeding so soon as he knew it was contemplated; and when he found that his orders had been evaded he took the only method in his power to repair the wrong by promptly restoring the individuals concerned to the condition from which they had been taken.

I am not, however, disposed to doubt that among some of those constituting the crew of the Kearsarge there may have been a desire to keep these men, with a hope that they might ultimately be suffered to

retain their places on board. But I have no reason to suppose that this motive operated upon a single one of the principal officers of the ship.

Presuming that it was not the purpose to pursue these investigations further than was necessary fully to sustain the majesty of the British law, I have rested quiet in the conviction that the clearly proved absence of all intention on the part of my government, or of any of its responsible agents, to commit an offense in the present instance, had most conclusively effected that object. If, however, it should turn out that additional measures would be agreeable to her Majesty's government, I shall be happy to be informed of the fact by your lordship, as well as to receive any and all further proofs that may be in its possession, in order to enable me to arrive at a more complete and satisfactory result.

In the mean time I am instructed to inform your lordship that my government, in this as in any other case that may occur, will not fail to vindicate its respect for the laws of Great Britain and for the law of nations.

I pray your lordship to accept the assurances of the highest consideration with which I have the honor to be, my lord, your most obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, March 31, 1864.

MY LORD: I learn from the consul of the United States at this place that application has been made to him by the commander of the United States steamer Kearsarge to obtain an entry into the Victoria docks for the purpose of effecting some necessary repairs to the boilers of the vessel. As the steamer is reported to have actually arrived shortly after the notice, I lose no time in soliciting of her Majesty's government permission for her to remain here for the period that may be necessary to complete the repairs.

I pray your lordship to accept the assurances of the highest consideration with which I have the honor to be, &c., &c.

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *April 4, 1864.*

SIR: I have the honor to acknowledge the receipt of your letter of the 31st of March requesting permission for the United States ship Kearsarge to remain in the Victoria dock for the purpose of effecting some repairs to her boilers.

Anxious as her Majesty's government are to extend hospitality to vessels of war of the United States, her Majesty's government cannot but be aware that the Kearsarge has now for a considerable period been cruising in the immediate neighborhood of her Majesty's coasts under circumstances which render it impossible to doubt that that vessel has been using the British channel as a station or place of resort for warlike purposes, and her Majesty's government have been informed that the

Kearsarge came up the river and went into the Victoria docks before your application was made. Considering the orders issued by her Majesty for the preservation of a strict neutrality in the contest in North America, her Majesty's government feel themselves entitled to complain that, before asking for permission, the Kearsarge has proceeded to reit in the Victoria dock.

I have the honor to be, with the highest consideration, sir, your most obedient servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, April 6, 1864.

MY LORD: I have the honor to acknowledge the receipt of your note of the 4th instant, in reply to mine of the 31st of March, requesting permission for the United States steamer Kearsarge to remain in the Victoria dock for the purpose of effecting some repairs.

I cannot deny the precipitate action of Captain Winslow in coming up to London before permission had been obtained for him. I shall forthwith notify him of your lordship's remonstrance, and shall direct him to depart at once without waiting to complete his repairs.

If Captain Winslow has been engaged for a considerable period in cruising in the immediate neighborhood of her Majesty's coasts, or using the British channel as a station or place of resort for warlike purposes, as your lordship is pleased to intimate, I would respectfully call your attention to the fact that the duty has been in a measure imposed on him by the circumstance that a war vessel belonging to her Majesty's government has been suffered to pass into the hands of the enemies of the United States, to escape from this coast with the privy and connivance of some of the officers of her Majesty's dock-yard, and to take refuge in a port on the other side of the channel, where efforts are certainly making, with the aid of supplies and men furnished from this side, to fit her to carry on hostilities against the people of the United States. Surely, under such circumstances, if my government, instead of depending on her Majesty's authority to take active measures to intercept that vessel, which would be scarcely an unreasonable expectation, has endeavored to accomplish that task with its own forces, I trust it might at least be permitted to hope that no reasonable facilities would be denied to the accomplishment of its purpose, especially when the denial would practically secure the safe accomplishment of the nefarious enterprise.

I pray your lordship to accept the assurances of the highest consideration with which I have the honor to be, my lord, your most obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Mr. Adams to Captain Winslow.

LEGATION OF THE UNITED STATES,
London, April 6, 1864.

SIR: I regret to be compelled to inform you that her Majesty's government, in reply to my application for permission to the Kearsarge to

remain here for the completion of some repairs, has taken exception to the sudden manner in which the vessel has been brought here and put into dock, before notice given or any discretion exercised about allowing time for an answer. I am obliged to admit that there has been an omission of courtesy in this respect which is embarrassing.

There has been also some disposition to object to your use of the harbors on this side as a base of hostilities, which I desire to mention for the sake of putting you on your guard against giving causes of offense.

As I do not understand his lordship as giving the permission asked for, I regret to be constrained to request you to proceed to sea without delay, whether the repairs be completed or not.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Captain JOHN A. WINSLOW, U. S. N.,
U. S. S. *Kearsarge*, London.

Mr. Adams to Mr. Seward.

[Extract.]

LEGATION OF THE UNITED STATES,
London, April 8, 1864.

SIR: In accordance with a suggestion made in your private note of the 21st of March, I have addressed to the four consuls in Ireland a private circular, a copy of which is herewith transmitted.

* * * * *

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

[Private Circular.]

LEGATION OF THE UNITED STATES,
London, April 5, 1864.

SIR: Inasmuch as it appears likely that the present season may be marked by a great desire on the part of numbers of people in Ireland to be transferred to the United States, I have been authorized in advance to enjoin upon you a course of unusual caution in any relations you may have with such persons; to refrain from all words or acts which may, even in the most indirect way, be misconstrued as conniving at a violation of the laws of this kingdom, and especially the enlistment law. This advice is not prompted by any facts which have come to the notice of this legation, showing tendencies in this direction anywhere heretofore. On the contrary, no just cause of complaint has yet been brought to my notice. It is only in view of circumstances which have convinced me of the fact that certain agents of the rebels and their friends in this kingdom are on the watch willfully to magnify causes of difference between the United States and this government, in the hope of gaining some help to their waning cause, that I have ventured to point out to you the expediency of extraordinary precaution in order to disappoint all such calculations.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

E. G. EASTMAN, Esq.,
United States Consul, Cork.

Mr. Adams to Mr. Seward.

[Extracts.]

No. 658.]

LEGATION OF THE UNITED STATES,
London, April 14, 1864.

SIR: Since my No. 644, of the 8th of April, I have received two notes from Lord Russell, both dated the 9th instant, on the subject of the alleged enlistments by the commander of the Kearsarge at Queenstown. To these notes I replied on the 11th, and received an acknowledgment from his lordship on the 13th instant. Copies of this later portion of the correspondence are herewith transmitted.

* * * * *

It is, however, quite plain to me that there was some connivance on board of that ship in the scheme of enlisting these Irishmen. I presume that it was mainly the act of Haley, the Irish petty officer. But the case appears to have been now carried to such a point as to render an investigation necessary.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *April 9, 1864.*

SIR: I have had the honor to receive your letter of the 2d instant, in answer to the letter in which I requested you to inform me whether you had any explanations to offer with regard to the British subjects who were indicted for taking service in the United States ship Kearsarge.

In reply to your letter, I have only to regret that officers Thornton and Haley, who appear clearly to have violated the municipal law of this country, which they were bound to have made themselves acquainted with, should still be retained in the service of the United States.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *April 9, 1864.*

SIR: I transmit to you herewith extracts from a deposition of one Daniel O'Connell, by which you will perceive that he was examined and sworn before or with the knowledge of officers of the United States ship of war Kearsarge, and furnished with the uniform of a United States sailor.

I know not how these circumstances, occurring on board a ship of war, can have taken place without the knowledge of the captain of the vessel.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

[Extracts from declaration by Daniel O'Connell.]

"A man that was, I believe, a doctor, examined me, being stripped, and told me I was fit for service. I then went forward, and the ship sailed next day.

"One of the officers of the ship took me (with eight or nine of the men who had come on board at Queenstown) on shore at Brest in a boat, and when the boat had just touched the beach, the officer said: 'Any of you that wish can go on shore, but if you wish you can enter on board the ship.' All the men said 'they would enter,' upon which the boat returned to the Kearsarge, and we were all sworn to enter the United States navy for three years, at twelve dollars per month each, and our names were entered in the ship's books, and we were provided with the ship's uniform."

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, April 11, 1864.

MY LORD: I have the honor to acknowledge the reception of two notes from your lordship, both dated the 9th instant. One of these notes expresses regret that officers Thornton and Haley, of the United States steamer Kearsarge, who, in your view, appear clearly to have violated the municipal law of this country, should still be retained in the service of the United States.

The other transmits to me extracts from a deposition of one Daniel O'Connell, in further support of an inference that the captain of the Kearsarge must have known of the enlistment of the Irishmen at Queenstown.

I would respectfully call your attention to the manner in which this latest testimony affects that which has been published heretofore. Edward Lynch, in deposition taken on the 16th of November last, affirms that he went on board the Kearsarge in company with the said Daniel O'Connell, and that he saw the boatswain ship the said O'Connell at Queenstown after he had passed the usual inspection. This was on or about the 3d of November. He admits that the captain was not on board, but that he heard the commander say to the boatswain: "I'll leave them in charge to you now." This is all the evidence that appears in any degree to implicate the first officer, here called the commander, Mr. Thornton, in the charge of enlistment within this kingdom.

But Daniel O'Connell himself on his side changes the whole scene of the transaction. He avers in the extract you have been pleased to furnish to me that the enlistment took place when one of the officers, whom he does not name, and who was not likely to have been Thornton, took eight or ten of the men in a boat for the purpose of landing them at Brest, in France. This must have been at the time when Captain Winslow affirms that he ordered them so to be landed for the purpose of getting rid of them. It would seem that this officer, instead of obeying orders, then offered to them the chance of landing, or else of enlisting, upon which they all chose the latter, returned to the vessel, and were then enlisted. This enlistment was then made in a port of France.

It necessarily follows, from this exposition, that if O'Connell were enlisted at Queenstown, as Edward Lynch affirms, there was no enlist-

ment of him at Brest, as O'Connell himself avers. If, on the other hand, O'Connell is right, that he was enlisted by an officer in a boat at Brest, then it is clear that there was no enlistment of him at Queenstown by officer Thornton, as alleged by Lynch. Two successive enlistments of the same man, at about the same time, are not necessary or customary in any service. On the other hand, officer Thornton himself denies that he ever enlisted anybody. He affirms that he expressed himself willing to accept the men at Queenstown if the captain on his return from shore should approve of the proceeding; but the captain did not approve, and nothing more was done about it by him.

If the officer who had charge of the boat to place the men on shore at Brest, in obedience to the order of the captain, took the responsibility of then and there enlisting and returning them to the ship, it is plain that he must have been acting directly in the face of his authority; and, furthermore, that he was immediately disavowed by his principal, for the steamer was forthwith ordered to leave Brest, and make a direct course back to Queenstown, for no other purpose than to get rid of these very men, who are said to have been enlisted for three years. The contradiction is too apparent and palpable to permit of further doubt as to the character of the testimony. On the other hand, Captain Winslow himself says that when he found, after leaving Queenstown, that the men who, against his orders to clear them out of the vessel, were still on board, having been secreted there, he decided upon landing them at his first stopping place at Brest. They were landed accordingly; but, upon reconsideration of their destitute condition and of the danger of their falling into the hands of the insurgents, notoriously without scruples about enlisting the subjects of Great Britain, or any other nation, he determined to take them on board again, for the purpose of returning them to Queenstown, which was accordingly done with promptness and dispatch.

I am constrained to believe this account to be altogether the most consistent and credible. The others conflict with each other, and with probability, so strongly that I trust I may be pardoned for withdrawing the little credit I have been heretofore disposed to give them.

The only remaining piece of circumstantial evidence to sustain the idea of enlistment is the admitted fact of the men having been landed whilst dressed in the clothing of seamen in the United States service. That such clothing was given out to them probably with the connivance of the petty officer whose agency first induced them to come on board is very certain. That it was not taken away from them is alleged to be solely owing to the fact that their own clothing was, in every respect, unfit for them to appear in decently on board. During the period of their stay they were rated on the ship's books, to make the accounts regular, and when they left it was deemed more proper to let them have the dress they had already worn for some time. Had it been thought that this liberality would be urged by your lordship as a proof of their enlistment, nothing would have been more easy to obviate the suspicion than to return them, in rags, as they came.

I am not, however, disposed to withdraw my former admission that in the original proceedings there is evidence of some connivance on the part of one or more of the petty officers of the Kearsarge in the endeavor to enlist these men in the service of the United States. That the first officer, Thornton, had any intention of the kind I am constrained more seriously to doubt. I do not regard myself as possessed of authority to direct a pursuit of the investigation on this side of the Atlantic. But understanding it from your lordship's note to be the wish of her Majesty's

government that further measures should be taken to ascertain the precise nature of the action of the suspected parties, and that they should be visited with a suitable penalty, if found guilty, I shall do myself the honor to communicate your wish for the consideration of my government. I do not doubt that the proper authority will direct further proceedings to be had in order to arrive at the precise truth, and to give just satisfaction to your lordship in case of the proof of any offense.

I pray your lordship to accept the assurances of the highest consideration with which I have the honor to be, my lord, your most obedient servant.

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, April 13, 1864.

SIR: I have the honor to acknowledge the receipt of your note of the 11th instant, relative to the proceedings of the officers of the United States steamer Kearsarge, in regard to the enlistment of British subjects for service on board that vessel.

I have the honor to be with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Mr. Seward.

No. 667.]

LEGATION OF THE UNITED STATES,

London, April 22, 1864.

SIR: In relation to the suggestion made in your dispatch (No. 893) of the 4th of April, I have already anticipated it in a note addressed to Lord Russell on the 16th instant, based on the depositions of twenty-one persons enlisted by the rebel agents, furnished to me by Mr. Morse. These papers are so voluminous that copies will not be ready for this week's steamer. They will be sent next week, in company with my note.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,

Secretary of State.

[For note to Lord Russell, above referred to, see dispatch from Mr. Adams to Mr. Seward, No. 672, April 28, 1864, printed under "Rebel Cruisers," subdivision "The Rappahannock," *post.*]

[From the British Blue Book, "North America," No. 17, 1864, p. 36-7.]

No. 11.

Lord Lyons to Earl Russell.

WASHINGTON, May 3, 1864.

MY LORD: The number of British subjects who are serving in the United States Army and Navy is very considerable; and complaints are

constantly made to me of the practices by which the enlistment of many of them has been effected. I may say, indeed, that the most laborious and most painful and unsatisfactory part of the duties which have devolved upon this legation, since the breaking out of the civil war, is connected with these complaints. No pains have been spared by her Majesty's consuls and myself in investigating them, and every effort has been made by us to obtain redress for those which have appeared to be well founded. In few cases, however, have our efforts produced any satisfactory results.

In point of form, indeed, there is little to complain of. The remonstrances addressed by me to the Secretary of State are duly acknowledged and transmitted to the War or the Navy Department. The department orders an investigation. The recruiting agents or other officers contradict the statements made by the complainants, and affirm that the enlistments were voluntary, lawful, and correct in all particulars. I do my best to elicit the truth, and to obtain evidence. A controversial correspondence between the United States government and me ensues. From the nature of the case there can seldom be any evidence, except that of the recruiting officers, on one side, and the men enlisted on the other; and commonly the United States government gives credence, by preference, to its own officers, and retains the recruits in its service.

Nor, indeed, is it by any means easy for me to satisfy myself as to the justness of the individual complaints that come before me. There is no doubt that some of the persons who apply to me are not entitled to British protection, that some of them have enlisted voluntarily, that some have even been in collusion with recruiting agents, and have enlisted with the intention of securing the bounties, and then obtaining their discharge by addressing this legation as British subjects. To distinguish between cases of this kind, and those in which the complaints are well founded, is difficult in individual instances; and it is still more difficult to obtain evidence sufficiently conclusive to induce the United States authorities to release a recruit. But that fraud, violence, and all kinds of villainy have been very generally resorted to by brokers and recruiting agents, in order to possess themselves of the immense bounties given by the Federal and State governments for recruits, is absolutely certain.

It is particularly in the city of New York that these iniquitous practices have been prevalent. I have the honor to transmit herewith to your lordship a copy, taken from a newspaper, of a report made by Major General Dix, the military commandant at New York, to the chairman of the judiciary committee of the senate of the State, to which are appended extracts from a report made by the general to the Secretary of War. I will give some of the statements of the general in his own words:

"Almost every imaginable form of outrage and deception has been developed in the cases in which Mr. Clapp was agent for the payment of bounties. * * * In some cases boys have been seduced from their homes to secure their enlistment. In others men have been drugged, and enlisted while unconscious. * * * In short there is no artifice or fraud which has not been resorted to in carrying out this system of pillage. * * * Old men and boys, and persons laboring under incurable diseases, were in numerous instances thrust into the service under this system of public plunder, alike fraudulent to the recruits and the government. * * * The enormous sum of \$400,000 has been plundered by the brokers. * * * The outrages practiced on recruits are too unjust to be borne, and in some cases too loathsome to be detailed. Boys have been seduced from their families, drugged, and then enlisted. Two were so sadly drugged

that they died—one on his arrival at Rikers Island, and the other on the following day.”

I have moreover the honor to transmit to your lordship a copy, taken from a newspaper, of a letter addressed to General Dix by General Wistar. The following are extracts from it:

“ There seems to be little doubt that many—in fact, I think I am justified in saying the most—of these unfortunate men were either deceived or kidnapped, or both, in the most scandalous and inhuman manner in New York City, where they were drugged and carried off to New Hampshire and Connecticut, mustered in, and uniformed before their consciousness was fully restored. * * * Nearly all are foreigners, mostly sailors, both ignorant of and indifferent to the objects of war in which they thus suddenly find themselves involved. * * * Two men were shot here this morning for desertion, and over thirty more are now awaiting trial or execution.”

General Dix concludes his report by saying that stringent measures have been adopted, and that this whole system of fraudulent recruiting is nearly broken up, but that a great wrong has been done to individuals in the service, and that it is impossible wholly to repair it.

Sufficient time has not elapsed to show whether the fraudulent system of recruiting has, in fact, been broken up at New York, so far as the army is concerned, by the measures taken by General Dix. I do not learn that any effectual steps have been taken to put a stop to the practices similar in their nature and equal in their iniquity, which have been resorted to by brokers and crimps at New York to obtain sailors for the United States Navy.

I ought, perhaps, to say that in the only two instances in which it has come to my knowledge that a British subject has been condemned to death for desertion from the United States Army, I have succeeded in preventing the execution of the sentence. In one case the man was ultimately released from arrest, and discharged altogether from the army. In one other, the evidence that the prisoner had been improperly enlisted did not appear to be conclusive, and I was unable to obtain his discharge from the army, but the sentence of death was, nevertheless, commuted to imprisonment.

I refrain, on the present occasion, from transmitting to your lordship any portion of the voluminous correspondence which I have had with her Majesty's consuls and with the United States government on the cases of individual British subjects who have complained of being improperly enlisted. In justice, however, to Mr. Archibald, her Majesty's consul at New York, in whose district by far the greater number of the cases have occurred, and on whom they have imposed no ordinary amount of labor and anxiety, I feel bound to say at once that the correspondence shows that he has been indefatigable in his endeavors to rescue her Majesty's subjects from the villainous practices of the recruiting agents.

I have, &c.,

LYONS.

Mr. Seward to Mr. Adams.

No. 941.]

DEPARTMENT OF STATE,
Washington, May 7, 1864.

SIR: Your dispatch, No. 658, relative to the alleged violation of the British foreign enlistment act by Captain Winslow, of the *Kearsarge*, having been submitted to the Secretary of the Navy, this department is

informed by him, in a letter of yesterday, that it would not comport with the interests of the service to order that vessel home at present, with a view to a further formal investigation of the charge, which the British government seems to expect. Upon her first return to the United States, however, the inquiry referred to will be directed, should such then be the wish of her Britannic Majesty's government.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Seward to Mr. Adams.

No. 947.]

DEPARTMENT OF STATE,
Washington, May 16, 1864.

SIR: Referring to your dispatch of the 14th of April last, relative to an alleged violation of the enlistment act of Great Britain by Captain Winslow, of the United State steamer Kearsarge, at Queenstown, Ireland, in November last, I have to state in reply, that a copy of the dispatch and of its accompaniments was communicated to the Secretary of the Navy, to which Mr. Welles replied that it was hoped and believed that the explanations of Captain Winslow and of Lieutenant Commander Thornton, the executive officer of the Kearsarge, would have been satisfactory to her Britannic Majesty's government; disclaiming as they do all intention of violating the enlistment act referred to, and avowing that every precaution had been taken by them to prevent any one being carried off in the Kearsarge. That as they have not been satisfactory, the Navy Department is not indisposed to have the matter thoroughly investigated, in order that it may be brought out in its true light. That such an investigation cannot be had, however, whilst the Kearsarge is absent from the United States; that it would be detrimental to the interests of the United States now to recall her from the European coast, where she had been sent on special and important service. That the Navy Department will order the vessel home when it can be conveniently done, and if it should then be the wish of the British government that an investigation should take place, a court shall be ordered to inquire into the circumstances of the case, and should it appear that any officer connected with the vessel had been guilty of knowingly and intentionally violating the municipal laws of Great Britain, or conniving in a scheme to enlist persons at Queenstown, for service on board the Kearsarge, adequate punishment shall be meted to the guilty parties.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Mr. Seward.

[Extracts.]

No. 718.]

LEGATION OF THE UNITED STATES,
London, June 16, 1864.

SIR: * * * * *

I transmitted by the steamer of Saturday a copy of the London Times, containing a report of a debate in the House of Lords on the subject of enlistments.

* * * * *

With regard to the immediate topic to be treated he [Earl Russell] fails, as usual, to discriminate between the act of one party which continuously and persistently enlists men in violation of the obligation of neutrality, as well as the municipal law of this kingdom, and that of the other, which only accepts men who, without any standing invitation before them, like that held out to aliens by the British laws in time of war, voluntarily resort to the United States, for the purpose of there offering to take service. I am sure that scarcely a day of the week passes without my receiving letters from persons earnestly soliciting to be engaged. The duty of preparing negative replies in all these cases has added a serious burden to the ordinary ones of this legation. Yet, to judge by the language of his lordship, the two parties to the struggle have by their action given equal cause of dissatisfaction, to an extent even to justify war on the part of Great Britain.

One other point of his lordship's speech is deserving of a moment's notice. At the close he promises Lord Clanricarde that if he will furnish to him the necessary evidence to prove the enlistment of any persons in England by the authority of the government of the United States, he will engage that proceedings shall be at once commenced against the offending parties. Yet, whilst the fact is indisputable that I have been for a long time back in the habit of transmitting to his lordship the clearest possible proof of precisely such transactions carried on by the agents of the rebels within this kingdom, I have yet to learn that a single case has been taken up with the smallest degree of energy.

This difference is plainly attributable to one cause. There is a pressure upon the ministry, in both houses of Parliament, whenever complaint of the action of the United States is in question. On the other hand, there is no risk of neglecting any representations that may be made of omissions to perform their duty on the other side. I do not know that it is worth while to complain of this, for in other respects the present government is far better disposed to us than any one which would be likely to take its place. Gravely as the British nation has compromised its neutrality by the direct and indirect assistance given to the rebels from the commencement of this war, the only course which wisdom dictates is to accept the fact, and retain it for future rather than for immediate use.

The time may come when the forbearance exercised in this period of trial will not be without its advantage, in turning the scale between the contending sentiments in regard to us within this kingdom. The domestic struggle which is to new shape the government is only in abeyance. Everybody feels that it must go on sooner or later, and that the example of the United States will have more or less of influence upon the result. There may, possibly, come a day when the governing power of Great Britain will be in true sympathy with us. It never has been so yet, and it never will be so long as the only real aristocracy remaining in Europe sees and feels that the permanence of the privileges which sustain it is endangered by the growth and predominance of institutions which foster equality of condition.

I have the honor to be sir, your obedient servant,

CHARLES FRANCOIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

[For debate referred to see Parliamentary and Judicial Appendix, No. 17.]

Mr. Seward to Mr. Adams.

No. 998.]

DEPARTMENT OF STATE,
Washington, June 20, 1864.

SIR: I have received your dispatch of the 2d of June, No. 707, which is accompanied by a copy of a note which you addressed to Earl Russell on the 23d of May last, concerning enlistments for the insurgent marine service in British ports; also a copy of Earl Russell's acknowledgment of the note, and also copies of voluminous affidavits, which, on occasion of writing that paper, you submitted to her Majesty's secretary of state for foreign affairs. These papers have been submitted to the President, and I am directed to approve fully of your proceedings therein set forth, and to commend the urgency with which you have therein remonstrated against transactions as palpably unlawful as they are injurious to the United States.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

[Mr. Adams's dispatch No. 707, above referred to, will be found under the head of "Rebel Cruisers," subdivisions "The Georgia" and "The Rappahannock," *post.*]

Mr. Seward to Mr. Adams.

No. 1015.]

DEPARTMENT OF STATE,
Washington, July 2, 1864.

SIR: Your dispatch of the 16th of June, No. 718, has been received. I thank you for your comments on the debate which occurred in the House of Lords on the 9th day of June last, in regard to alleged American violations of the enlistment laws of Great Britain. Although I was quite unprepared for Earl Russell's attitude in that debate, I at once took the same view of it which I now learn was accepted by yourself.

The debate excited much attention in this country. The Senate called for information on the subject. I send you a copy of the resolution of inquiry, and of the President's reply.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Mr. Seward.

No. 756.]

LEGATION OF THE UNITED STATES,
London, July 29, 1864.

SIR: I transmit herewith a copy of the London Times of this morning, containing a report of a debate that took place last evening in the House of Commons on the subject of enlistments.

The universal disposition to emigrate to the United States which prevails among the poorer classes in all parts of this kingdom is exciting not a little uneasiness. Coming as it does upon the general desire of the higher classes that the rebellion should effect the disruption of the

Union, no difficulty remains in accounting for the peculiar tone of the speakers in the debate.

I have the honor to be sir, your obedient servant,
CHARLES FRANCIS ADAMS.

HON. WILLIAM H. SEWARD,
Secretary of State.

Mr. Seward to Mr. Adams.

No. 1068.]

DEPARTMENT OF STATE,
Washington, August 15, 1864.

SIR: I have to acknowledge the receipt of your dispatch of the 29th of July, No. 756, which is accompanied by a report of a debate that occurred in the House of Commons, on the 28th ultimo, upon the subject of the existing emigration from Great Britain to the United States.

I observe with some satisfaction that the tone of that discussion was less inimical and less disrespectful to the United States than that which marked a late debate upon the same subject in the House of Lords. Nevertheless, portions of the debate were very unjust to this government, and the subject seems to have been examined through a thick mist of exaggeration. One hundred and fifteen thousand persons have, within the last six months, thrown off their allegiance to European states and incorporated themselves with society in the United States. Of these persons a very large proportion came from the British islands. Out of the whole number first mentioned a few, perhaps one hundred, after arriving in the United States, and after having enlisted in the military service, and accepted the advance paid to all soldiers alike, have regretted that proceeding, and represented to the British consuls and ministers residing here, not that they had been forced into the army, but that they had been circumvented, not by agents of the government, or with its knowledge, but by corrupt and fraudulent individuals, often their own countrymen, acting from mercenary motives, and in fraud and in violation of the laws of the United States. These representations invariably involved a confession that those who made them were drunkards, and rested upon their own unsupported oaths, which, in almost every case, were found to be false in material or collateral points. Every representation thus submitted was received with respect, and immediately made the subject of investigation through the War Department, under orders reaching to the camps scattered throughout the continent. These investigations have been unweariedly pursued, and careful reports thereon have been made while the armies were in the field, on the march, or lying in siege. In the few instances where complaints proved to be well founded, all the redress that was possible has been given. In all the others the result has been respectfully and courteously made known to the governments by whom the complaints were presented. On the other hand, the mass of European emigrants, not sensibly diminished by the abstraction of the few recruits to whom I have alluded, dispersed as soon as they arrived on our shores, and may now be found prosperously and happily employed in our commercial marts, wheat fields, manufactories, forests, and mines, or, if they have preferred it, in the army and navy, which are maintaining the integrity and freedom of the country which they have adopted as their own. Every enterprise in which men engage is attended by some dis-

appointments, losses, and sufferings. The world has never before seen an emigration attended by so few and so unimportant casualties as the one now under consideration. Nevertheless, the misfortunes which have overtaken the few recruits, always through their own imprudence or vices, were made by the parliamentary orators to stain the whole face of a movement which is alike honest and beneficent. It is as if one should declare that the sun has lost its whole effulgence, because, on looking through the telescope, he has discovered a few small, dark spots on its surface.

This emigration is erroneously treated in the British Parliament as if it were new and anomalous. On the contrary, it is only a continuation of a process begun in the sixteenth century, by which society in Europe is relieved, and civilization in America is instituted. If the emigration has been increased during our present civil war to the inconvenience of Europe, the maritime states of that continent are responsible for the increase. They unnecessarily adopted a policy of recognition of the insurgents as a belligerent, which was expected to produce a dissolution of the Union, whereby they have caused the insurrection to be continued with more vigor and effect than under other circumstances would have been witnessed. If the insurgents could compass the end which the European maritime powers are thus favoring, the principle of property in slaves, hitherto confined to the slaveholding States, would be re-established sooner or later by law throughout the whole of the continent of North America and its islands. With that reactionary change must come the restoration of the African slave-trade. This government, well aware that the struggle in which it is engaged involves nothing less than the question, whether freedom or slavery shall prevail in America, hails every free European emigrant as increasing the moral as well as the material force of true civilization. If the statesmen of Great Britain could consent to take an enlarged view of the question, they would see that that country is hardly less interested than our own in the success of the emigration, which, under mistaken views, they are so apt to condemn.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Mr. Seward.

[Extract.]

No. 819.]

LEGATION OF THE UNITED STATES,
London, November 25, 1864.

SIR: I have received from Mr. Dudley, the consul at Liverpool, reports of the proceedings had at that place in regard to the detention of the ship *Great Western*, by order of the British government, on the allegation of some violation of the provisions of the enlistment act. It is obvious that this difficulty has been raised by the rebel agents, their attorneys, and sympathizers, simply to try to make an offset to their own notorious operations. I do not myself perceive any just foundation for the interposition. No communication has yet come to me from the Foreign Office. A protest has been drawn up before the consul by the commander of the ship. All the papers will probably be sent to you from his office at Liverpool. I have advised that course to be taken,

not deeming any action on my part expedient until all the facts shall have come under the President's consideration, and his wishes communicated in formal instructions.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

[From British Blue Book, "North America," No. 1, 1865, p. 28.]

No. 7.

Earl Russell to Lord Lyons.

[Extract.]

FOREIGN OFFICE, November 26, 1864.

MY LORD :

The government of the United States have likewise permitted their subordinates and recruiting agents to enlist British subjects, who had been drugged, and had not, when so enlisted, recovered from the effects of the treatment to which they had been subjected.

I am, &c.,

RUSSELL.

Mr. Seward to Mr. Adams.

No. 1185.]

DEPARTMENT OF STATE,
Washington, December 9, 1864.

SIR : I have received from the consulate at Liverpool the dispatch of the 18th ultimo, a copy of which I inclose, relating to alleged enlistments of men in England for our military service, and informing me of the circumstances of the detention of the Great Western at that port. I will thank you to apply to Mr. Wilding for copies of the newspaper slips from the Liverpool Journal of Commerce of the 16th ultimo, the Liverpool Daily Courier of the 17th ultimo, the Liverpool Daily Post of the 18th ultimo, and the Liverpool Daily Mercury of the same date, which accompanied his dispatch.

Although it seems hardly necessary, I repeat to you what I have written on former occasions, that this government has no knowledge of any design on the part of agents or of officers in its employment, or on the part of other persons, to enlist recruits for the military or naval service of the United States within the jurisdiction of her Britannic Majesty, or in any other foreign state, in contravention of laws prohibiting such enlistment, and that it would disapprove of any such proceedings.

If any person acting without authority in this instance, or in any other, has violated the laws of Great Britain on this subject, he will be left to their penalties. On the other hand, if any undue interference with citizens of the United States shall have occurred prejudicial to their legal rights and interests, you will be pleased to make such protests and reclamations on their behalf as may, in your judgment, be warranted by the facts of the case.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Wilding to Mr. Seward.

No. 390.]

UNITED STATES CONSULATE,
Liverpool, November 18, 1864.

SIR: I beg to inclose slips from Liverpool papers respecting an alleged enlistment of men for America, and, in doing so, to report such fact as have come to my knowledge.

It appears that about two hundred men did arrive here on Tuesday evening for the purpose of embarking as steerage passengers on board the Great Western for New York; that southern emissaries having got among them, and finding that their passages had been paid by an agent from America, with a view, as alleged, of their being employed in glass-works in New York, persuaded many of them that they were really being enlisted for the army, in consequence of which about fifty refused to embark; about one hundred and forty went on board.

Mr. Hull, the confederate attorney, (no doubt set to work by the rebel agents,) took the matter up warmly and tried to make out a case for the interference of the authorities. He so far succeeded that the collector of customs sent two officers on board the ship and refused to clear her.

Yesterday, at the request of the captain, a police officer was sent on board to question the passengers and bring ashore any who were unwilling to go. Out of the four hundred passengers who were on board, only four could be induced to leave the vessel, nor was the officer able, so far as I can learn, to obtain any evidence whatever of any of them having been enlisted.

Yesterday evening the collector of customs intimated to the agents of the vessel, Messrs Baring Brothers & Co., that, for all he saw, the vessel might clear this morning. To-day, however, he informs them that he has authority for detaining her longer; he was understood to say he had a telegram from the government ordering the detention, and he has put two officers on board to prevent her sailing. This seems to me to be a very strong and unwarrantable proceeding upon such evidence as I believe they have.

No complaint or application has been made to me by the master or agents of the vessel, and I have not, therefore, deemed it proper, under the circumstances, to make any representation to or demand any explanation from the authorities, but have informed Mr. Adams of the occurrence.

On inquiry, I find that some time since the passenger-agents of the Great Western received a letter from the owners, Messrs. C. H. Marshall & Co., of New York, advising them that an agreement had been made with a Captain Byrne for the passage of about one hundred persons, more or less, from Liverpool to New York, and instructing them to provide such passages when applied for; at the same time a draught of an agreement to be signed by the passengers before embarking was sent.

This agreement was to the effect that Messrs. Bliss, Ward, Rosevelt, of New York, on the one part, agree to pay passage of the party of the second part, and provide him with employment for at least one year; and he, on his part, agreed to place himself under their control, and perform such labor as they should require for the time specified, and to repay the passage money.

The kind of labor is not stated in the agreement, but it was understood to be to work in glass-works.

I have seen the draught, the style and spelling of which indicate that an illiterate person made it.

The Captain Byrne mentioned in Messrs. Marshall's letter arrived soon after the letter, and, as I understand, engaged and superintended the embarking of the passengers; but as soon as the stir began he disappeared, and cannot now be found, and it may be that this is known to the authorities, and has emboldened them to take the strong measures they have.

The vessel now lies at anchor in the river, with four hundred passengers on board, and a fair wind blowing.

Very respectfully, I am, sir, your obedient servant,

H. WILDING.

Hon. WILLIAM H. SEWARD,
Secretary of State.

[From the Liverpool Daily Post of November 18, 1864.]

THE ALLEGED RECRUITING FOR THE FEDERAL ARMY.

This matter is still under investigation by the police authorities. On Wednesday night upwards of fifty of the men who had declined to go in the Great Western when she left the dock were accommodated in the work-house; and yesterday a large number of them thronged the entrance to the office of Messrs. Hull & Stone, in Cook street.

Yesterday eight of the young men who had been brought here from Ashton-under-Lyne and Stalybridge were selected from the others, and with the two young men who came from London, and who, as already stated, called at the police office and made a statement regarding the manner in which they alleged they had been entrapped, were taken to the office of Messrs. Fletcher & Hull, and there made affidavits in accordance with the statements given.

In the course of the forenoon Captain Cunningham, commander of the Great Western, applied at the police office for officers to go on board that ship and take off those persons who wished to leave, as he was anxious his vessel should sail. Detective Inspector Carlisle and Mr. Dalgleish (chief constable of Ashton-under-Lyne) accordingly went on board with Captain Cunningham. The passengers, to the number of between four and five hundred, nearly all young men, were mustered and asked if they wished to go to New York in the ship or to go ashore. All, with the exception of four, (who belong to Ashton, and say they were engaged by Mr. Hugh Shaw, who examined their teeth,) answered that they would go in the ship. The four young fellows who wished to leave were allowed to do so. Of those on board, it is stated that from one hundred and fifty to two hundred have been brought from different parts of Lancashire, and engaged to work in the "extensive glass manufactory." The remainder consist of young Irishmen and Germans, but the police have no information to show that they have been induced by false pretences to cross the Atlantic. Shaw and one or two other parties who are alleged to have taken an active part in the shipment, on observing Inspector Carlisle and Mr. Dalgleish on board the ship, took the best possible means to hide themselves from the view of the officers of the law. It is stated that a German, dressed in a kind of military uniform, was on board and appeared to exercise considerable authority over the passengers. He was assisted by a person styled by the passengers as "sergeant." Many of the men on board called out loudly that they were determined to go to New York or some other place than Lancashire, as they had been starving while in their own towns.

It is an important fact to note that of all the men to whom the police spoke while on board not one has a passage ticket. This of itself is a violation of the passenger act.

We have already intimated that the young fellows were in a destitute and half-starved condition. Yesterday Mr. Hull provided them with refreshments, and, with the assistance of a few friends on 'Change, raised sufficient funds to send back those who had been brought from Ashton and Stalybridge. Last evening fifty-three of them were accordingly sent off by the 6.45 train from Lime street station, in charge of Mr. Dalgleish.

We understand that the town clerk and his deputy are engaged investigating the law on the subject, and that the matter is likely to come before the magistrates to-day.

[From the Liverpool Daily Mercury of November 18, 1864.]

ALLEGED KIDNAPPING FOR THE FEDERAL ARMY.

The excitement caused by the importation into Liverpool of a number of youths from the manufacturing districts, who, it was alleged, were to be deported to New York, for the purpose of joining the federal army, continued yesterday, and speculation was rife as to what would be the upshot of the affair. Upwards of fifty of the men had been accommodated with beds at the Brownlow-hill workhouse, and in the morning were again taken to the police office. Inspector Carlisle was engaged again yesterday in investigating the matter. Eight men who had been brought from Ashton and Staleybridge by the Shaws were selected, and they made affidavits in regard to the affair at Mr. Hull's office. The two young men named Fenton and Whillock, who had been brought from London, and who state that one of the men who engaged them promised that they should have lieutenants' commissions in the federal army, have also made affidavits. These young men are highly intelligent persons, and give a very straightforward and consistent statement of their engagement in London and the subsequent proceedings of the agents, and there can be little doubt but their evidence will greatly assist the authorities in getting up the case for the prosecution, should a prosecution be determined upon. It seems that shortly after the London contingent had left the metropolis the secret as to the ultimate destination of the young men got out, and Fenton and Whillock, on their arrival in Liverpool, received telegrams from their friends warning them not to proceed to New York, as it was believed that the parties who engaged them intended to get them to enlist in the federal army.

Yesterday forenoon Captain Cunningham, the commander of the Great Western, called at the detective office, and stated that he wished the police to accompany him on board the vessel for the purpose of taking off about one hundred and fifty of the passengers. He also stated that he was desirous that the matter should be settled as quickly as possible, as he was anxious that his vessel should proceed to sea without loss of time. Subsequently Inspector Carlisle and Mr. Dalgleish, chief constable of Ashton, went on board the Great Western along with Captain Cunningham. The passengers, numbering between four hundred and five hundred, were mustered on deck by Captain Cunningham. They were chiefly very young men. About two hundred of them had been brought from the manufacturing districts on the pretence of going to New York to work in the "glass-works," while the remainder of them were chiefly Irish and German emigrants, but nearly the whole of them

were capable of handling a musket. The "emigrants" were asked, in the presence of the officers, whether they were willing to go to New York or wished to be put on shore; and all of them, with the exception of four, said they were desirous of proceeding to New York. The four dissentients came from Ashton, and were examined by Hugh Shaw, to see whether they had good teeth. It is conjectured that since the affair has been made public those who have the conducting of the arrangements have brought some influence to bear upon those on board the vessel in order to make them remain. If this be so, it would account for the change which has taken place in the intentions of some of the party, there being between four hundred and five hundred young men still on board, who must know by this time the object of their "friends" who are so anxious to decoy them across the Atlantic. One individual, a German, who was on board the vessel, and who wore some sort of a uniform, seemed to take a lively interest in the emigrants, and seemed to possess a considerable influence over a number of them. Another person from Staleybridge, who was addressed by some of the men as the "sergeant," evidently had some power over the Lancashire portion of the passengers, and told the officers that they were determined to go to America, or some other country, and not to be left destitute in England any longer; while another of the emigrants told Mr. Dalgleish that "he was not going back to be put in jail to pick oakum."

The Shaws, and some of the other prime movers in the matter, when they saw Messrs. Carlisle and Dalgleish on board the ship, got out of the way as soon as possible.

It is a remarkable fact, and will no doubt form an important element in any future proceedings that may be taken, that not one of the men to whom the officers spoke on board was furnished with a passage ticket. This is in itself a breach of the passenger act, and subjects either the captain or the owner of the vessel to a penalty.

The authorities were in a difficulty as to what they should do with those who had refused to proceed in the vessel. The men were all in a destitute condition, and had no means of reaching their native towns. Mr. Hull went on 'Change yesterday, and with the assistance of some benevolent gentlemen soon raised a sufficient sum to send back fifty-three of the men to Ashton and Staleybridge. They were accompanied to the station by Inspector Carlisle and Mr. Dalgleish. Before their departure some of the men expressed their warm thanks for the interest that had been taken in their behalf in Liverpool; while the whole body seemed delighted at having escaped from an expedition which seemed likely to end in their leaving their bones on the field in battles which have yet to be fought in the southern States of America.

Eight men who came from London are yet in Liverpool, in an utterly destitute state, and any pecuniary aid from those who pity their helpless condition will be thankfully received.

We understand that the town clerk is investigating the affair, and it is likely that some application will be made to Mr. Raffles to-day at the police court.

The Great Western is still detained in the river by the authorities.

Mr. Adams to Mr. Seward.

No. 845.]

LEGATION OF THE UNITED STATES,
London, December 29, 1864.

SIR: I have to acknowledge the reception of dispatches from the department, numbered 1183, and from 1185 to 1189, inclusive.

In regard to the subject referred to in your No. 1185, of the 9th of December, the matter had already been disposed of so completely by the release of the *Great Western*, that I presume there is no occasion to take further action, unless it be in the manner indicated in my dispatch to you, No. 819, of the 25th of November, which relates to this affair. I shall, therefore, await any instructions which you may prepare, after you shall have been placed in full possession of the facts.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

PROSECUTIONS OF REBEL AGENTS.

Mr. Adams to Mr. Seward.

[Extract.]

No. 567.]

LEGATION OF THE UNITED STATES,
London, January 8, 1864.

SIR:

I think, however, there is no doubt of a growing conviction here of the necessity of some decisive action to check the outrageous plots of the rebels and their British sympathizers. I am informed that prosecutions are in contemplation against several of the commercial houses that have been most prominently engaged in promoting their objects. In my opinion it would be far better for the British government to initiate these than for the United States; but I shall be very glad to confer with Mr. Evarts on that subject so soon as he may arrive here.

I look upon the complaints made against Mr. Eastman and Commander Winslow, and the proceedings threatened against the poor men found in and surrendered from the *Kearsarge*, as simply intended to guard against the appearance of partiality or onesidedness, of which charge there is always more or less apprehension as it regards the United States. The strong evidence which it has been in our power to obtain in connection with the outfit of the *Victor* at Sheerness, has as yet had only the effect of discharging from the service a few poor mechanics, who were probably guilty of no evil intent whatever, whilst the real authors of the mischief remain untouched. Before this you will have received information of the later representations made by me, which have in a measure anticipated your directions; I shall, however, follow them up in the manner indicated upon every suitable occasion until I perceive that some preventive policy has been actually adopted.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Mr. Seward.

[Extract.]

No. 579.]

LEGATION OF THE UNITED STATES,
London, January 21, 1864.

SIR:

Prosecutions have indeed been commenced, not only against certain parties at Liverpool, but against one of the principal officers in the dockyard at Sheerness, for violations of the enlistment law. The case of Mr. Rumble was so thoroughly made out by the evidence I have presented that it could not indeed be neglected. All this shows signs of progress, though not to that extent which we might desire, or which will have the effect to break up the operations of the rebels and their friends in this kingdom. I have reason to believe that these are still carried on with great activity. They are now mainly directed to the outfit and manning of the vessels lying in France.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Mr. Seward.

[Extract.]

No. 585.]

LEGATION OF THE UNITED STATES,
London, January 28, 1864.

SIR:

The prosecutions against Mr. Rumble, the inspector of machinery at the Sheerness dockyard, for complicity in the proceedings of the steamer Victor, *alias* Scylla, *alias* the Rappahannock, and against Messrs. Jones & Co., at Liverpool, for enlisting and paying men for service in the Georgia, are going on.

Judging from the tone of a leader in the Times of this morning, I infer that they are conducted more from a desire to do something to satisfy the demands of the United States than from an intention to punish the offenders. It is now reported that the suits against the two iron clad rams at Liverpool will be brought up for trial some time next month. Should the difficulties in the north of Europe end in a rupture threatening to embroil the great powers, I have not much doubt as to the ultimate issue of those cases.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Mr. Seward.

No. 737.]

LEGATION OF THE UNITED STATES,
London, July 7, 1864.

SIR: The British government appear to have instituted proceedings under the enlistment act against Campbell at Liverpool and Seymour in

London, on the strength of the many depositions which I have heretofore presented to their notice. This seems to me to render unnecessary a prosecution just now of further complaints on behalf of our government, of their unequal action towards the belligerents. It is doubtful to me whether, in the precise condition of public affairs, any result will come of these proceedings. But in this case, the state of things does not materially differ from that which must prevail in every other, so long as the disjointed condition of the ruling power itself shall be permitted to continue.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,

Secretary of State.

Mr. Adams to Mr. Seward.

No. 748.]

LEGATION OF THE UNITED STATES,
London, July 15, 1864.

SIR: John Seymour, the London shipping agent, referred to in my No. 737 of the 7th instant as having been indicted for a violation of the foreign enlistment act in engaging men to serve on board armed vessels belonging to the insurgents in the United States, plead guilty yesterday to the charge. I herewith forward a copy of the Times containing a report of the proceedings in the case.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,

Secretary of State.

[For report of trial of Seymour see Parliamentary and Judicial Appendix, No. 14.]

Mr. Seward to Mr. Adams.

No. 1045.]

DEPARTMENT OF STATE,
Washington, July 28, 1864.

SIR: I have received your dispatch of the 15th of July, No. 748, which informs me that John Seymour, a shipping agent for the piratical service, organized in Great Britain, has pleaded guilty and been convicted of violating the neutrality laws of that kingdom. It appears from the newspaper report of the trial which accompanies your dispatch that the court, with the consent of the prosecution for the government, discharged the offender without punishment, on condition that he refrain from repeating his crime. The President fears that this clemency is ill-judged. Nevertheless, appreciating the good faith and energy which her Majesty's government have exhibited in securing a judicial decision concerning a crime against the United States which has too long been practiced with impunity, the President will patiently wait to see whether that decision has the salutary effect which is expected by the authorities of Great Britain.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Mr. Seward.

[Extract.]

No. 759.]

LEGATION OF THE UNITED STATES,
London, August 18, 1864.

SIR: * * * * *

In connection with the remarks made in your dispatch No. 1045, of the 28th of July, I have now the honor to transmit a copy of the supplement of the Liverpool Daily Post of the 11th instant, as well as a copy of the London Star of the 15th instant, both containing reports of further trials, held at Liverpool, for violations of the foreign enlistment act.

In all these cases it is apparent that the result is gained by the government, without serious resistance, the only penalty to the guilty parties being an entry into obligations not to repeat the offense. It is plain that the verdict must have been practically arrived at by consent. It is possible that even by this means some additional strength may be gradually acquired by the government towards a proper enforcement of the law in future cases. There yet remains one in which this point will probably be tested. I allude to that of Mr. Rumble. This is the most flagrant of them all. Although the evidence to convict him is of the strongest character, it is not certain that it will avail, should he persist in his intention to contest it. I have casually had a few words with the solicitor general on the subject, from which I infer that, though very confident of his opinion on the merits of the question, he is not altogether without mistrust of the effect of technical litigation on the defensive side if thoroughly resorted to.

I have the honor to be, sir, your obedient servant,
CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

[For the inclosed reports of trials see Parliamentary and Judicial Appendix, No. 14.]

Mr. Seward to Mr. Adams.

No. 1098.]

DEPARTMENT OF STATE,
Washington, September 20, 1864.

SIR: I have the honor to acknowledge the receipt of your dispatch of the 18th of August, No. 759, which gives a report of two further trials for violations of the enlistment laws, in each case with the same result—a conviction by court, followed by a discharge, or a penal obligation not to repeat the offense.

Certainly this mode of proceeding has very little tendency to vindicate the laws or assure the neutrality of Great Britain. Another prosecution, however, is pending, and is expected to be brought to trial very soon. The President will reserve the definitive disposition of the subject until the result of that trial shall be made known.

I am, sir, your obedient servant,
WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Mr. Seward.

[Extract.]

No. 819.]

LEGATION OF THE UNITED STATES,
London, November 25, 1864.

SIR: * * * * *

The proceedings against Messrs. Jones and Highatt, for enlisting seamen for the rebels at Liverpool, have terminated in a verdict *pro forma*, with a nominal penalty, to which the parties consented. I transmit a copy of the Times containing a report. The distrust of the law officers of their ability to enforce the statute seems to me to amount to timidity, for I do not suspect any want of disposition.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

[For report of trial see Parliamentary and Judicial Appendix, No. 14.]

Mr. Adams to Mr. Seward.

No. 830.]

LEGATION OF THE UNITED STATES,
London, December 8, 1864.

SIR: I transmit herewith a copy of the London Times containing a report of the proceedings in the Court of Queen's Bench in the case of the Crown against Mr. Rumble. It will be seen that the matter went off, for the moment, on a side issue. An adjournment was made to enable the defendant to fortify himself against unexpected evidence. There is no reasonable doubt of his guilt, but it is equally certain that great efforts will be made to get him clear.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

[For report of trial of Mr. Rumble see Parliamentary and Judicial Appendix, No. 14.]

[Communicated by the British Legation.]

Earl Russell to Lord Lyons.

FOREIGN OFFICE *December 8, 1864.*

MY LORD: I transmit herewith for your information, a copy of a dispatch from her Majesty's consul at Teneriffe, stating the circumstances under which the steamship *Sea King* has come into the possession of officers of the Confederate States.

I have at the same time to acquaint you that her Majesty's government took immediate steps, on the arrival in England of the men referred to in Mr. Consul Grattan's dispatch, who had formed part of crew of the *Sea King*, to make an investigation into the circumstances of the case, and that under the advice of the law officers of the Crown, her Majesty's

government have given directions that Captain Corbett shall be prosecuted for violation of the foreign enlistment act.

I am, with great truth and regard, my lord, your lordship's most obedient, humble servant,

RUSSELL.

Right Hon. LORD LYONS, &c., &c., &c.

[For report of trial of Captain Corbett see Parliamentary and Judicial Appendix, No. 14.]

Mr. Seward to Mr. Adams.

No. 1203.]

DEPARTMENT OF STATE,
Washington, December 26, 1864.

SIR: Your dispatch of the 8th of December, No. 830, together with the account of the opening of the case of the Queen against Rumble, under the foreign enlistment act, has been received. We await the end of the trial with deep interest. It is desirable to know whether, in a constitutional government which devolves the performance of international obligation upon a municipal judiciary, an aggrieved state can obtain at least one just and effective judgment.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Mr. Seward.

No. 857.]

LEGATION OF THE UNITED STATES,
London, January 19, 1865.

SIR: I have to acknowledge the reception of dispatches from the department numbered from 1212 to 1221, both inclusive, and likewise No. 1196, mentioned last week as missing.

I have caused the intercepted correspondence inclosed with this last dispatch to be copied and transmitted to Lord Russell, with a note, a copy of which I send herewith. I am not sure that this is the course proposed in the latter part of the dispatch. It would seem rather as if the intention was to make them the base of a prosecution against Messrs. Jones and Highatt on the part of the United States. This would be marking out a novel line of policy, the possible consequences of which, in relieving the British government of its responsibility and incurring the hazard of almost certain, and possibly mortifying failure, do not appear as yet to have been quite sufficiently weighed. I cannot but hope that if such a decision has been arrived at, of which I am not altogether sure, it may at any rate be fully reconsidered before it is finally determined on. And if ultimately determined on, I beg leave to suggest the absolute necessity of sending out the lawyers necessary to see it vigorously carried forward. From my past experience in this line, I feel no assurance of any energy on the part of professional men here in prosecuting suits under the enlistment law, or of any confidence in their success, if they exerted it.

Meanwhile her Majesty's government has decided upon trying its hand on another case, which has just presented itself, of quite a peculiar

character. It seems that a Peruvian corvette, called the Union, has been fitting out from this port, and the captain has been engaged in enlisting some seamen here for the service. The attention of the government officers appears to have been drawn to this by the fact that among these seamen were three who had been formerly engaged by Mr. Rumble for the service of the rebels, and whose testimony was considered as highly important in the prosecution now pending. It is now announced in the newspapers that the captain is to be tried on the charge of violating the law in enlisting men to carry on war against Spain.

In this connection it may be as well to mention that at the time when the enlistment of the three men alluded to became known to the law officers, they at first declined to take any direct steps to retain them here, notwithstanding that they declared them essential in the prosecution of Rumble. They, however, notified Mr. Morse, the consul, of their opinion, and suggested to him an application to the Peruvian minister for their release. Mr. Morse came to me about it, and I immediately addressed a note to Mr. Barreda on the subject. That gentleman being absent, I received an answer from his secretary most promptly and handsomely placing the men at my service. I wrote him at once a letter acknowledging the obligation on behalf of my government, and promising to bring the circumstance to its notice.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, January 18, 1865.

MY LORD: I have the honor to submit to your consideration copies of certain letters which have fallen into the hands of the government of the United States. They are offered in the nature of cumulative evidence to prove the systematical manner in which the neutrality of this kingdom has been habitually abused by insurgent emissaries sent out here expressly for the purpose. I have already dwelt so much upon this point in my previous correspondence, that I shall confine myself on this occasion simply to asking your particular notice to the terms of the letters of James D. Bullock, well understood to be the chief agent in transactions of this kind, in their connection with the proceedings of Messrs. Jones, Highatt, &c., and particularly of Mr. Bold, all of them believed to be subjects of her Majesty, and, therefore, bound to be neutral in the present difficulties.

I hope in a few days to have it in my power to furnish conclusive proof that the practices referred to in these letters dated last year are yet carried on with as much activity as ever.

I pray your lordship to accept the assurances of the highest consideration with which I have the honor to be, my lord, your lordship's most obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

*Mr. Barney to Captain Morris.*GRAND HOTEL, *Paris, February 5, 1864.*

MY DEAR MORRIS: I have intended writing to you for several days, but postponed it until I could hear something definite from Nantes. I received your letter this morning, and was sorry to hear that you had been sick. I hope you will soon get to sea, and the change will be beneficial to you.

Reissetson is here, and reports all ready for you. You are to telegraph when ready, as agreed upon. I told him you would not be ready before next Tuesday, I thought. I am sorry to hear of the ill success of the Blower. Bullock says the Florida's engines were only intended to work up to sixty-five revolutions, and any increase above that mark must be very racking and should only be resorted to on an emergency. Her maximum speed under steam alone was estimated ten knots. I represented to Bullock that your money chest would be pretty low, and he kindly consented to pay for the carriages. You will approve V.'s bills, and B. will pay them, and so give you a little more money to cruise on.

I am very sorry to hear of the bad behavior of Hawthorne. He promised very fair when I released him. I hope when you get to sea your men will settle down, and by firm and judicious treatment become a good crew. I wrote you about the engineers' allotments. I find the men are also allowed to leave them. But I suppose they are none of your new men who have been familiar in England. I scarcely think it worth while to give them the chance of swindling the government.

There was one man of the old crew who wanted to send money to his mother in Ireland. I forget his name. Averett will know whom I mean. You might let him know quietly that he could leave an allotment. Jones & Co., of Liverpool, act as attorneys for the men of the other ships, and pay the money to their friends in any part of Great Britain, and will do the same service for the Florida. The ticket must be made payable to J. & Co., or any one else in Liverpool, and the person to whom it is to be sent, and his or her place of residence given. The amount is sent at the expense of the government. Captain Blakely requests Captain M. F. Maury to caution our officers against overloading his guns, and he adds: "In the Florida we constantly fire twenty pounds of powder from my 6-inch gun, only of cast iron, banded with steel." I thought the pivot guns were seven inches, and know he is mistaken about the twenty-pound charges. Ask Averett to give me the true state of the case. What is the diameter of bore of the pivots?

Remember me kindly to the doctor. I received his note and remittance, and the money and likenesses by Mr. Hough. I don't think that of you, sent to day, very good. I gave Seme one; he is well and his family. Young Trenholm has improved very much since I first came up, but still looks delicate. Kind regards to Averett and all hands. My health is improving, but I still suffer much at times. I am at a loss what to do with myself. There is nothing new here. I am glad the things I sent were satisfactory. If I can do anything else for you, command me. I hope to hear from you before you leave.

Wishing you every success, I am, very truly, yours,

J. N. BARNEY.

*Captain Bullock to Captain Morris.*LIVERPOOL, *January 14, 1864.*

DEAR MORRIS: I received your letter of the 8th instant, day before yesterday, and I have only delayed replying to it that I might look about a little to see how you could best be helped out of your difficulty. As all the matter of shipping men for the vessels in France, that is for your ship and the Rappahannock, had been intrusted to Mr. Bold, I desired first to see what arrangements he had made and whether they could be extended.

Before I could do it a rumor got abroad that the members of the firm of Jones & Co., who you know are partners of Mr. Bold, were about to be taken up for violation of the foreign enlistment act, and yesterday the newspapers stated the fact openly. It appears that Jones & Co. are summoned to appear before the magistrates on Friday, (to-morrow,) charged with enlisting men for the Confederate States naval service; and although mention is only made of the Georgia, yet it is said that important revelations concerning the conduct of Confederate States officers here will be made. This result has not surprised me, for the indiscreet manner in which men have been engaged and sent about has been freely commented upon, and in anticipation of trouble I have kept entirely clear of the parties engaged in these movements. This action of the authorities absolutely closes England to you as a recruiting ground, unless you in person make an arrangement with some one in France to deliver you men at so much a head. That is the manner in which I managed in the crew of the Alabama, and thus did not come in contact with any of the men until they were actually on board ship, and were beyond the jurisdiction of England. For any Confederate States officer to attempt engaging men here now would insure his getting into trouble, besides ending in failure; because I am sure that agents of the Yankee consul would offer their services with the express intent of lodging information.

Hamilton has written you about Read, who would be an excellent man for the work if he can be spared. Suppose you ask your agent in Brest if there is not some shipping-master there who would engage to furnish a certain number of men, you paying all expenses of transportation and a specified sum for each man delivered on board.

I have written Commodore B., suggesting that the Georgia's men be transferred to your ship. I am told she has some excellent men who are willing to remain in the service. I regret exceedingly that you should have such embarrassment in the very outset, especially as neither foresight nor discretion on your part could have prevented it, and because, moreover, I can render you no direct aid. I will, however, endeavor to send you a man who I think can be trusted on some assumed business, and you can make him a direct offer to pick you up some men.

It is probable that I shall go to Paris on Tuesday next. Write me to the care of Mr. Senac. In the mean time, if the man alluded to above will go, I will let you know in advance. If arrangements have been made, Tesier, I am sure he will carry them out faithfully and judiciously.

I am very truly yours,

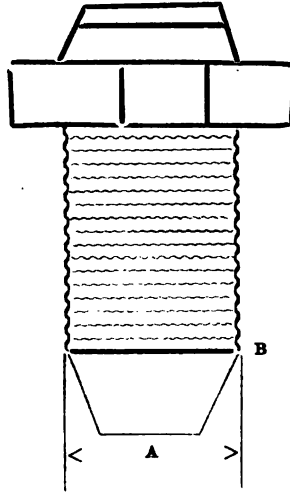
JAMES D. BULLOCK.

*A. Norur & Company to Captain Morris.*NANTES, *January 15, 1864.*

I will do all my efforts for making the greatest possible number of the

fuzees you are wanting to five hundred. These pieces I am sure shall satisfy you.

Please to give me all information that is of an absolute necessity. Does the touch-hole of your shells narrow or increase, or does it remain equal to the diameter A of the fuze from the point B, (inferior part of the fuze's thread when screwed in the shell?) That is of importance to me, for I want to know if a fuze that should be $2\frac{1}{4}$ times longer, and



should have the same diameter on the whole length, could be introduced in your own shells. The two sockets for the pivot-bolts shall also be ready in time. In a few days I shall state the amount of my bill. I have not very well understood what captain is saying, when he asks "Could you get hide-rope for wheel-ropes?" I am writing for further information; thereupon, believe me, captain, with kind regards, very sincerely yours,

A. NORUR & CO.

Captain MORRIS, C. S. N., Brest.

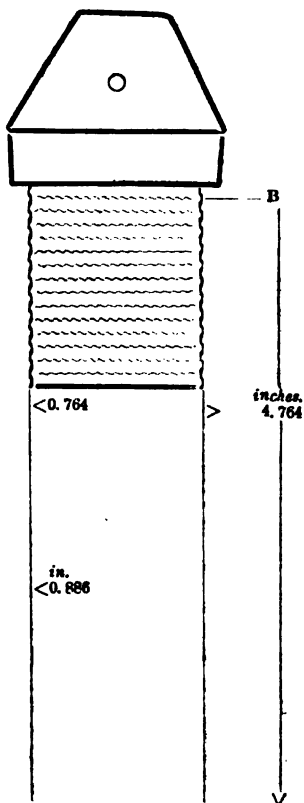
Mr. Norur to Captain Morris.

NANTES, January 18, 1865.

MY DEAR SIR: In accordance with your request I herewith send you the approximate cost of the different objects I will deliver to you at the time and place agreed upon, with a detailed invoice of the same. The approximate amount is 12,500 francs. The expenses of the steamer that shall carry these objects will be over and above, and will be paid by Captain James B., for it is impossible to foresee them actually. I cannot give you the exact amount, owing to the fact that several items are still in hand in fulfillment of your last orders. The lengthening by two feet two inches and three-quarters (2 ft. $2\frac{3}{4}$ inches) of the objects mentioned in your letter of the 12th instant, will in nowise delay their delivery at the time mentioned.

ENFORCEMENT OF NEUTRALITY.

I have received yours of the 16th instant. Nevertheless I inclose, for better explanations, the sketch of the fuzes I am making for you. I have



(The thread of the screw is precisely similar to that of the fuze I received from you.)

just heard that it is of physical impossibility to get the hide-rope before twenty days. I did not hesitate, however, to order it, in case some cause or other should delay your departure.

I remain, captain, very respectfully yours,

A. NORRIS.

Captain MORRIS, *C. S. N., Brest.*

[The remaining inclosures, relating to the "Florida," will be found with same dispatch under the head of "Rebel Cruisers," subdivision "Florida," *post.*]

Mr. Adams to Mr. Seward.

[Extract.]

No. 869.]

LEGATION OF THE UNITED STATES,
London, February 3, 1865.

SIR: * * * * *

I likewise have the honor to send copies of the Times, of the 2d and

3d instant, containing a report of the proceedings in the case of Mr. Rumble.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

[For trial of Mr. Rumble see Parliamentary and Judicial Appendix, No. 14.]

Mr. Adams to Mr. Seward.

No. 872.]

LEGATION OF THE UNITED STATES,
London, February 9, 1865.

SIR: I transmit copies of the Times containing a report of the close of the trial of Mr. Rumble.

From the result of this proceeding I have come to the conclusion that no justice to the United States can be expected from pressing prosecutions under the enlistment act in the courts of this kingdom. A more flagrant example than this one could scarcely occur. I do not consider it advisable to make efforts to repeat such an experiment with any co-operation whatever on the part of the United States.

The process is just this: So far as I have any information no attempt has yet been made by this government to initiate measures to prevent or punish violations of the enlistment law. It waits for information from this legation and expects that this will be based on legal testimony. After proceedings have been commenced it expects that we shall not only supply but keep in hand the witnesses to be relied upon in the prosecution. The consequence is, that the labor of holding a class of people proverbially needy, unstable, and peculiarly liable to be operated on by counter influences, is devolved upon us. When the case comes up for trial it is the natural resource of the lawyers in the defence to attempt to discredit and to cast odium upon these witnesses as suborned by a foreign government in order to crush a respectable Englishman. Such was the game played in this case, and the prosecuting officers, instead of denouncing the whole of it with a proper share of indignation, and doing their duty in protecting both the witnesses and the foreign government, appear to have acted only as if afraid lest some trifling share of the odium might possibly fall upon their own shoulders.

Neither is this the worst of the matter. In the very midst of a criminal prosecution the chief justice, perceiving that the name of a man not present was implicated by the testimony of one of the witnesses for the prosecution, and learning that he was at Malta, actually breaks off the hearing in the middle, and postpones it for several weeks—long enough to procure the return of that man. The jury and the witnesses for the prosecution, meantime, are left open to any influence which a crafty man, like the prisoner, may be able to bring to bear upon them. We have abundant proof of the outrageous manner in which he actually did operate on the latter, some of whom he succeeded in spiriting away. I have myself little doubt that the man who did not scruple to tamper with them, would not hesitate to do the same with the jury. After the trial was resumed, the fact appears plainly enough that their minds were made up long before the close. And the chief justice was so far befogged by his British sympathies as not to care to penetrate the game that was playing, and actually to intimate very broadly in his charge a belief that

the foul play was carried on by the government most interested in the prosecution.

From a view of these circumstances, I have come to the conclusion that instead of attempting further to supply facilities for this kind of proceeding the United States should, in future, out of regard to its own dignity, confine itself to furnishing the information, and throw the entire responsibility for the conduct of all legal measures upon the British authorities.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

[For report of trial of Mr. Rumble see Parliamentary and Judicial Appendix, No. 14.]

Mr. Adams to Mr. Seward.

No. 890.]

LEGATION OF THE UNITED STATES,
London, March 9, 1865.

SIR: In anticipation of the receipt of the comments which are doubtless on their way to me from America, upon the issue of the trial of Mr. Rumble, I now transmit a copy of a note from Lord Russell to me, of the 8th instant, announcing the course which has been taken respecting that personage by the government. Considering that, in the face of the law, he has been held innocent of the offense, I cannot see that much more could have been done to him than has been done. As an indication of the animus of the government, I think it may be favorably received.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *March 8, 1865.*

SIR: In my letter of the 18th ultimo, I had the honor to inform you that a court of inquiry, appointed by the lords commissioners of the admiralty, to investigate the circumstances connected with the departure of the *Scylla*, or *Rappahannock*, from Sheerness, had reported that there was no foundation for the assertion which had been made, that the *Scylla* had been towed out of the harbor of Sheerness by a vessel belonging to her Majesty's navy; and I have now the honor to inform you further, with respect to this matter, that the lords of the admiralty have fully considered the proceedings of Mr. Rumble in regard thereto.

It appeared to their lordships, that as Mr. Rumble has been acquitted by a jury of any guilty knowledge of the true character of the *Scylla*, up to the time of her departure from Sheerness, they had only to consider his proceedings after that event in forming an opinion with respect to his conduct in the case of this vessel. And the conclusion at which their lordships have arrived is that Mr. Rumble, after the character of the vessel had been openly declared, acted in a manner calculated to afford just grounds for the accusation that an officer employed in her

Majesty's service had aided and abetted those parties, who, in violation of her Majesty's proclamation, were concerned in fitting out the Scylla as a vessel of war. Under these circumstances their lordships have decided to place Mr. Rumble upon half pay, as an officer in whom they can no longer place any confidence.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Earl Russell to Mr. Adams.

[Referred to in the preceding note.]

FOREIGN OFFICE, *February 18, 1865.*

SIR: With reference to the assertions that have been made, that the steamer Scylla or Rappahannock was towed by a government tug out of Sheerness harbor, on the 24th of November, 1863, I have the honor to state to you that I have received from the lords commissioners of the admiralty a copy of a report accompanied by a minute of proceedings of a court of inquiry, held by their lordships' orders at Sheerness, to investigate the truth of those assertions, and that it results from that inquiry that the members of the court were perfectly satisfied that no government tug, or vessel of any description belonging to her Majesty, assisted or accompanied the Scylla or Rappahannock, on the occasion of her leaving Sheerness harbor on the night in question.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Seward to Mr. Adams.

No. 1313.]

DEPARTMENT OF STATE,
Washington, March 21, 1865.

SIR: This government has had under consideration the proceedings in the trial of the case of the Queen against Rumble, upon a very elaborate indictment for violation of the neutrality laws of Great Britain in the equipment and enlistment of men for the piratical steamer Rappahannock.

It is the opinion of this government that the acquittal of Rumble was contrary to the law, and contrary to the evidence submitted in the case. But this government acknowledges with pleasure that it finds in the report of the trial abundant evidence that her Majesty's government have acted with diligence and entire good faith in instituting the prosecution and carrying it on to its unsatisfactory conclusion. It is a pleasure also to this government to admit its high appreciation of the manner and form in which the indictment was prepared, and the prosecution was conducted by the solicitor general and other counsel for the Crown.

In the opinion of this government the defeat of justice which occurred in the case is due in no small degree to the proceeding of the presiding justice in adjourning the trial of the case for the long period of fifty-eight days after important testimony had been given for the prosecution,

and with the view to enable the defendant to procure contradictory evidence. That long delay left the jury free and open to be practiced upon by the defendant and his abettors—an experiment sure to be resorted to in a case attended by high-political excitement. It is the opinion of this government that the adjournment thus granted was not warranted by reliable precedents in the administration of criminal justice. And, again, this government thinks that if the allegation of surprise was sufficient to arrest the trial, the jury ought to have been dismissed, and that a new jury should have been summoned to try the issue, when the time arrived at which the court thought proper that the prosecution should proceed. This government acknowledges that it does not otherwise find any sufficient ground for questioning the learning or the impartiality of the presiding judge in the conduct of the trial.

The guilt of the accused was clearly proved. It was proved by witnesses who in the main were credible; and when the case rested in any degree upon the testimony of witnesses, whose character or deportment was suspicious, that testimony was corroborated by facts and circumstances which, in the judgment of this government, left no reasonable doubt of its truth.

The responsibility for the failure of the prosecution seems, therefore, to fall upon the jury. They announced an opinion adverse to the prosecution upon a cardinal point with unbecoming impatience, not only without waiting for the instructions of the judge, but even without waiting to hear the argument of the counsel for the Crown upon that topic.

It was only by resorting to a subterfuge, of which a candid mind would be incapable, that they found the defendant innocent of the knowledge that the vessel he was so industriously supplying with seamen was preparing for a cruise of piracy, instead of a mere trial-trip or a peaceful voyage to China. The readiness with which they came to this conclusion, and the popular applause which greeted it, leave little room to doubt that the jury rendered their unjust verdict under the influence of a national enmity towards the United States, which the counsel for the defendant so artfully labored to awaken in the panel.

Such was the end of this trial—the only remedy which her Majesty's government opened to the United States to save themselves from piratical warfare by British subjects. So far as the defendant is concerned, he goes unpunished, and another judicial triumph is given in a British court to subjects of the Crown who are diligently engaged and systematically combined in fitting out hostile expeditions against the United States. It remains for us only to say that the United States cannot hereafter deem themselves called upon to appeal to British tribunals for the enforcement of the British neutrality laws. This government cannot again voluntarily bring the American people before a tribunal where justice is denied them with evasion, contumely, and insult. In communicating these opinions of this government to Earl Russell, you will remind him that the Shenandoah is still at large upon the high seas; that the Rappahannock, now virtually used as a receiving ship under the direction of insurgents at Liverpool and London, is detained at Calais, only through the good offices of the French government, and that the Olinde, alias Stoerkodder, alias the Stonewall, with her British armament and crew, is detained at Ferrol, not at all through British interposition, but only by the watchfulness of the United States navy. This government, therefore, again appeals to her Majesty's government for a rescinding of such great national wrong.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Seward to Mr. Adams.

No. 1321.]

DEPARTMENT OF STATE,
Washington, March 25, 1865.

SIR: Your dispatch of the 9th of March, No. 890, has been received. I learn from it that Rumble, who was acquitted by a jury of Middlesex of the charge of equipping the pirate Victor, alias Rappahannock, has been relieved by her Majesty's government from active naval service, and put upon the half-pay list, as a proof that, notwithstanding the verdict referred to, his official conduct is nevertheless disapproved. This proceeding of the government is accepted as a new evidence of the good faith of the government which I have already acknowledged with sincere satisfaction.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Mr. Seward.

No. 1099.]

LEGATION OF THE UNITED STATES,
London, December 1, 1865.

SIR: The case of Captain P. S. Corbett, who stands charged with having enlisted certain of her Majesty's subjects on board the Sea King, alias Shenandoah, in violation of the foreign enlistment act, came up in the court of Queen's bench on Wednesday. I have the honor to inclose copies of the Times, of to-day and yesterday, containing a report of the proceedings.

I am, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

[For report of trial of Captain Corbett see Parliamentary and Judicial Appendix, No. 14.]

Mr. Seward to Mr. Adams.

No. 1630.]

DEPARTMENT OF STATE,
Washington, December 18, 1865.

SIR: I have received your dispatch of the 1st of December, No. 1099, inclosing copies of the London Times of the 30th ultimo and 1st instant, containing a report of the proceedings before the court of Queen's bench in the case of Capain Corbett, charged with a violation of the foreign enlistment act.

The actual result of this case excites no surprise here. Of complaints of the character above named there have, perhaps, been enough at present. But should you think otherwise, you are at liberty to make the proper representations to this department.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

[For trial of Captain Corbett see Parliamentary and Judicial Appendix, No. 14.]

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REBEL CRUISERS.

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REBEL CRUISERS.

THE SUMTER.

Mr. Seward to Mr. Adams.

No. 84.]

DEPARTMENT OF STATE,
Washington, September 10, 1861.

SIR: I send you an extract of a letter just received from Mr. Francis Bernard, in the island of Trinidad. It shows a clear case of connivance by the authorities of that island with the insurgents of the United States, in violation of the rights and dignity of this government, if the facts are truly presented. You will bring the subject to the notice of Lord Russell, and will, if the case shall not be satisfactorily explained, ask for such proceedings in the premises as shall make the authorities of the island sensible of the displeasure of the imperial government, and prevent such occurrences in the future.

For your satisfaction, I state that a new consul has been appointed at Trinidad, and that he is now on his way to that island.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, &c., &c., &c.

[For inclosed letter of Mr. Bernard see Mr. Adams's dispatch, October 4, 1861, No. 53, to Mr. Seward, *post.*]

Mr. Adams to Mr. Seward.

[Extract.]

No. 50.]

LEGATION OF THE UNITED STATES,
London, September 28, 1861.

SIR:

During my stay at Abergeldie I alluded to instructions received at the moment of my leaving London, in your dispatch, No. 84, of the 10th of September, directing me to make a complaint of the authorities at Trinidad for their mode of reception of the insurgent privateer, the Sumter. I read to him [Earl Russell] the copy of the letter of Mr. Bernard, which was inclosed. But I contented myself with only mentioning the subject, as I said I supposed I should be obliged to present the case hereafter, in a more formal way, in writing.

His lordship expressed a wish that I should take that course. The matter had already come before the colonial office, and it had been referred to the law officers of the Crown, to report what was the action proper to be taken in similar cases.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Mr. Seward.

[Extract.]

No. 53.]

LEGATION OF THE UNITED STATES,
London, October 4, 1861.

SIR: I have to acknowledge the reception of dispatches from the department, numbered from 85 to 89, both inclusive.

The dispatch, No. 85, dated the 10th of September, like its immediate predecessor, No. 84, of the same date, though received here a week earlier, relates to cases of violation of neutrality in the British islands in the West Indies. I have now the honor to forward copies of two notes addressed by me to Lord Russell, one of the 30th of September, and the other of the following day, touching these questions.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

HON. WILLIAM H. SEWARD,
Secretary of State.

[Second inclosure printed under head of "Enforcement of Neutrality," "General Subject," Vol. I, p. 520. Dispatch from Mr. Seward to Mr. Adams, No. 85, September 10, 1861, printed under "Enforcement of Neutrality," "General Subject," Vol. I, p. 518.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, September 30, 1861.

The undersigned, envoy extraordinary and minister plenipotentiary of the United States, regrets to be obliged to inform the right honorable Earl Russell, her Majesty's principal secretary of state for foreign affairs, that he has been instructed by the President of the United States to prefer a complaint against the authorities of the island of Trinidad for a violation of her Majesty's proclamation of neutrality, by giving aid and encouragement to the insurgents of the United States. It appears by an extract from a letter received at the Department of State from a gentleman believed to be worthy of credit, a resident of Trinidad, Mr. Francis Bernard, a copy of which is submitted herewith, that a steam vessel, known as an armed insurgent privateer, called the *Sumter*, was received on the 30th of July last at that port, and was permitted to remain for six days, during which time she was not only furnished with all necessary supplies for the continuance of her cruise, under the sanction of the attorney general, but that her Majesty's flag was actually hoisted on the government flag-staff in acknowledgment of her arrival.

The undersigned has been directed by his government to bring this extraordinary proceeding to the attention of Lord Russell, and, in case it shall not be satisfactorily explained, to ask for the adoption of such measures as shall insure, on the part of the authorities of the island, the prevention of all occurrences of the kind during the continuance of the difficulties in America.

The undersigned deems it proper to add, in explanation of the absence of any official representation from Trinidad to substantiate the present complaint, that there was no consul of the United States there at the

time of the arrival of the vessel. The undersigned had the honor, a few days since, to apprise Lord Russell of the fact that this deficiency had been since supplied, by preferring an application for her Majesty's exequatur for a new consul, who is already on his way to occupy his post.

The undersigned begs to renew to Earl Russell the assurances of his highest consideration.

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Mr. Bernard to Mr. Seward.

[Extract.]

TRINIDAD, August 7, 1861.

SIR: I beg to inform you that on the 30th ultimo a steam sloop-of-war (Semmes commander) carrying a secession flag, five guns, some of a large caliber, and a crew of from 120 to 150 men, sailed boldly in our harbor and reported herself to the authorities of this island as being on a cruise. She was last from Puerto Cabello; and since she succeeded in getting out of the Mississippi river she has already captured no less than eleven American vessels. I have ascertained the names of some of them, viz: the Joseph Maxwell, Abe Bradford, Minnie Miller, West Wind, of Westerly, with a cargo of sugar from Havana, and Golden Rocket, which was burnt by her off the coast of Cuba.

The Sumter landed eight of her prisoners here in a destitute condition; but a contribution has been raised here for their benefit, sufficient to supply their immediate wants, and I will take care that they are provided for till an opportunity offers to ship them to the States.

The Sumter remained here till the 5th instant, and was allowed to supply herself with coals and other necessary outfits. The British flag was hoisted on the government flag staff for her arrival, and the officers of the British war vessel Cadmus appeared to be on amicable terms with those of the Sumter. The merchant who supplied the Sumter with coals did it with the consent and approval of our attorney general.

Being a loyal American, I consider it my duty to send you these informations, as there has been no consul of our nation in this island for many months.

I am, sir, your most obedient servant,

FRANCIS BERNARD.

SECRETARY OF STATE of the United States.

Mr. Adams to Mr. Seward.

[Extract.]

No. 58.]

LEGATION OF THE UNITED STATES,
London, October 11, 1861.

SIR: I have the honor to inclose a copy of Lord Russell's note to me of the 4th instant, in reply to my representation of the conduct of the authorities of the island of Trinidad, made under instructions from the department.

It will appear from this, that the governor of Trinidad, by hoisting

the British flag on the government flag-staff, probably desired to signify to the officers of the Sumter, on their arrival, the neutral character of the island, but that he in the mean time forgot that the act is susceptible of a very different construction in the popular mind.

I have the honor to be, sir, your obedient servant,
CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, October 4, 1861.

The undersigned, her Majesty's principal secretary of state for foreign affairs, has had the honor to receive a complaint from Mr. Adams, envoy extraordinary and minister plenipotentiary of the United States at this court, against the authorities of the island of Trinidad for a violation of her Majesty's proclamation of neutrality, by giving aid and encouragement to the insurgents of the United States.

It appears, from the accounts received at the colonial office and at the admiralty, that a vessel bearing a secession flag entered the port of Trinidad on the 30th of July last.

Captain Hillyar, of her Majesty's ship Cadmus, having sent a boat to ascertain her nationality, the commanding officer showed a commission signed by Mr. Jefferson Davis, calling himself the president of the so-styled Confederate States.

The Sumter, which was the vessel in question, was allowed to stay six days at Trinidad, and to supply herself with coals and provisions, and the attorney general of the island perceived no illegality in these proceedings.

The law officers of the Crown have reported that the conduct of the governor was in conformity to her Majesty's proclamation.

No mention is made by the governor of his hoisting the British flag on the government flag-staff; and if he did so, it was probably in order to show the national character of the island, and not in acknowledgment of the arrival of the Sumter.

There does not appear, therefore, any reason to believe that her Majesty's proclamation of neutrality has been violated by the governor of Trinidad, or by the commanding officer of her Majesty's ship Cadmus.

The undersigned requests Mr. Adams to accept the assurance of his highest consideration.

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Seward to Mr. Adams.

No. 112.]

DEPARTMENT OF STATE,
Washington, October 29, 1861.

SIR: Your dispatch of October 11, No. 58, has been received. It is accompanied by Lord Russell's reply to the note which you addressed to him by my direction, asking an explanation of the conduct of the colonial authorities in Trinidad on the occasion of the entrance of the piratical vessel the Sumter into that port.

Lord Russell admits that the Sumter, (an armed American vessel,) bearing an insurgent flag, entered the port of Trinidad, and when boarded and required to show her nationality, her commanding officer showed no legal authority from this government, but a pretended commission from a citizen of the United States, notoriously engaged in arms against them. Notwithstanding these facts, it is not denied that the governor of the island hoisted the British flag on the government flag-staff, although it is stated by Lord Russell that, if he did so, it was probably done in order to show the national character of the island, and not in acknowledgment of the arrival of the Sumter.

His lordship, however, admits that the Sumter was allowed to remain six days in Trinidad, and that during her stay she was allowed to supply herself with coals and provisions. The armament, the insurgent flag, and the spurious commission told the governor, as they sufficiently prove to her Majesty's government, that the Sumter is and can be nothing else than a piratical vessel. Her depredations on the commerce of this country form a part of the history of our times. The British government has, moreover, been directly informed by us that the Sumter is a piratical craft, and that the navigators and seamen on board of her are pirates, punishable by the laws of their own country with death. Lord Russell informs us that the law officers of the Crown have nevertheless reported that the conduct of the colonial authorities of Trinidad is in conformity to her Majesty's proclamation. Her Majesty's government dismiss our complaint from their consideration.

In view of these facts, it becomes my duty to instruct you to inform the British government that the President deeply regrets that Lord Russell is altogether unable to give to our complaint a satisfactory solution.

When it is considered how important a part commerce plays among the interests of our country, it will be seen that the United States cannot consent that pirates engaged in destroying it shall receive shelter and supplies in the ports of friendly nations. It tends to the universal derangement of commerce when piracy is anywhere tolerated, and therefore its suppression is a common interest of all civilized countries. But if any one power fails to preserve this interest, and to act for the common welfare, then it is easy to see that each state must provide for its own security at whatever cost, and however it may disturb the general harmony of the commercial world.

This government will consider how its safety may be best secured; but it cannot forbear from expressing a hope that her Majesty's ministers, in view of the gravity of the question, may deem the subject worthy of a deliberate reconsideration.

I am, sir, your most obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

[From British Blue Book, "North America," No. 1, 1862, page 101.]

No. 109.

Lord Lyons to Earl Russell.

WASHINGTON, November 4, 1861.

MY LORD: Mr. Seward spoke to me, the day before yesterday, respecting the admission of the confederate vessel Sumter into British and Dutch ports.

With regard to the Dutch government, Mr. Seward said that he had been obliged to cause very serious remonstrances to be addressed to them, but that he had now been informed that they had given orders that the Southern privateers should not be allowed to remain more than twenty-four hours in a Dutch port. It was true, he said, that it had been declared that these orders had not been issued in deference to the representations of the United States government; but this was immaterial; so long as the privateers were excluded in practice, he did not care to inquire on what ground that was done.

Mr. Seward then mentioned the reception of the *Sumter* at Trinidad, and alluded to your lordship's note to Mr. Adams of the 4th of October, on the subject. He said he had been obliged to send immediately instructions to Mr. Adams with regard to that note. He did not tell me the nature of those instructions, but he spoke to me of the affair in a tone of complaint, and dwelt especially on the length of time during which the *Sumter* had been allowed to remain at Trinidad, and on the supplies which she had obtained there. He said that France, and, he thought, all the other powers of Europe, refused to allow privateers to remain for more than twenty-four hours in their ports. He could hardly conceive that England wished to stand alone as the only power which admitted the enemies of the United States, without restriction, into its harbors. He supposed that the matter could hardly have been presented in this light to her Majesty's government.

I observed to Mr. Seward, that I supposed that in this matter each power had looked back to precedents, and taken the course which had been usual with it on similar occasions in former times. In one point the English rule was, I said, more stringent than that of France and many other powers, for armed vessels were not allowed to carry their prizes into British ports for any time, however short.

Mr. Seward did not pursue the conversation. He merely said that he had wished to mention the matter to me in the hope that I might do something toward getting it satisfactorily settled.

I have, &c.;

LYONS.

[From British Blue Book, "North America," No. 5, 1862, p. 11.]

No. 14.

Earl Russell to Lord Lyons.

[Extracts.]

FOREIGN OFFICE, *December 19, 1861.*

MY LORD: * * * * *

Mr. Seward then proceeds to declare that the American government value highly the friendship of Great Britain, and lament that certain causes of difference have arisen, owing, as Mr. Seward imagines, to the want of attention on the part of the British government to the performance of the duties incumbent on a friendly power during the struggle in which the United States are engaged. Mr. Seward gives as instances the case of communication to the confederate authorities by Mr. Bunch; the admission of the *Sumter*, privateer, to purchase coal and provisions at Trinidad, in distinction, as he said, to the conduct of every European state; and the arrival in the southern States of vessels laden with arms and ammunition from England.

* * * * *

With regard to the confederate privateer, I said that I could not see that our conduct had been different from that of France and Holland, or of Spain. The Sumter had been refused coal from the government stores at Trinidad, but had been allowed to get coal and provisions from private merchants. The same thing had taken place at Martinique and at Curaçoa. I did not find that the rule of twenty-four hours had been observed in practice, but there would be little difficulty in coming to an agreement on this point.

I am, &c.,

RUSSELL.

Mr. Adams to Mr. Seward.

[Extract.]

No. 99.]

LEGATION OF THE UNITED STATES,
London, January 10, 1862.

SIR: *

Just on the eve of the departure of last Saturday's steamer I received, by telegram from the consul at Cadiz, notice of the arrival at that port of the Sumter, with the news that she had destroyed three vessels on her way from Rio Janeiro. I sent it on forthwith, by telegraph, to the collector of New York. I am told that the plan has been, in contemplation of a war between Great Britain and the United States, to start five steamers at once out of the ports of Europe, to wit: the Nashville, the Bermuda, the Sumter, the Pacific, and one more, with the view of preying on our commerce, and of jointly resisting the attack of any one or more of our vessels of war that might come over to protect it. The not happening of the war has, probably disturbed the arrangement to some extent. The outfits cannot be so easily made as was anticipated. In the meanwhile the Tuscarora has arrived at Southampton. The Nashville is not yet out of dock, but she is on the point of departure. The Bermuda is understood to have left Havre nominally for Liverpool, but for what real destination I do not yet learn. Under these circumstances, it is somewhat doubtful whether much confidence has been gained by the acquisition of one steamer. I have not yet heard directly from her commander,

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Sprague to Mr. Seward.

No. 3.]

CONSULATE OF THE UNITED STATES OF AMERICA,
Gibraltar, January 25, 1862.

SIR: Ere this reaches your department your excellency will have been informed, through our legations at London and Madrid, of the appearance in this port, since the night of the 18th instant, of the steamer Sumter, and of her exploits at a short distance from this rock.

From the moment of her arrival within the jurisdiction of this consulate I lost no time in placing myself in communication with the authori-

ties at this port and its vicinity, as well as with our minister at London, on the subject of this unwelcome visitor, and I now have the honor of waiting upon your excellency with copies* of all the correspondence that has so far transpired on account of this rebel cruiser.

Up to this hour (9 p. m.) the Sumter remains quiet in port; has not yet coaled, and the general impression seems to be that she will not be ready for sea for some days to come; still, I shall not feel easy for the safety of our merchant vessels out of gunshot distance of this fortress until federal armed cruisers make their appearance in these waters.

I am, sir, with high consideration and respect, your obedient servant,
 HORATIO J. SPRAGUE,
United States Consul.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Mr. Seward.

[Extracts.]

No. 108.]

LEGATION OF THE UNITED STATES,
London, January 30, 1862.

SIR: *

I have received from Mr. Sprague, the consul at Gibraltar, regular accounts, by telegraph, of the movements of the Sumter, and likewise a report in a letter, which, at his request, I forward to the department.

I have the honor to be, sir, your obedient servant,
 CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Sprague to Mr. Adams.

CONSULATE OF THE UNITED STATES OF AMERICA,
Gibraltar, January 20, 1862.

SIR: I beg to inclose copies of the telegrams I had the honor of transmitting to you yesterday, respecting the arrival here on the previous night of the steamer Sumter.

The moment she appeared in this port I addressed a note to the governor of this fortress on the subject of this unwelcome visitor, and I now beg to inclose copies of the whole correspondence that has taken place, adding a copy of the protest of the master of the late bark Neapolitan, which vessel was destroyed by the Sumter before coming into this port.

The bark Investigator, of Searsport, which was the other vessel overhauled by the Sumter, was afterward released on the plea of being owned one-fourth in one of the southern ports, but not until her captain had executed and delivered a ransom bond for \$11,250, in favor of the commander of the rebel steamer. The Investigator will proceed on her voyage to Newport, England, first fair wind. The crew of the Neapolitan is now being placed under the charge of this consulate, and I shall dispose of these seamen in the best manner possible.

* Printed with dispatch of Mr. Adams to Mr. Seward, No. 108, of January 30, 1862, *post.*

In the face of what the British governor here, has addressed to me, I deeply regret that it is out of the power of this consulate to detain the Sumter in port, and I fear that nothing now but an armed federal vessel could check her movements, now so dangerous to our commerce.

I was able yesterday evening to charter a British tug-boat to go a few miles to the eastward of the Rock, for the purpose of warning all American wind-bound vessels in sight that they were running risk of capture by the Sumter by continuing to cruise off the Straits, and several of our merchant vessels have already availed of the advice and entered this port to a safe anchorage.

I have also telegraphed the same information throughout the Mediterranean ports to our consuls, and others interested in American commerce. The Sumter remains in port, and it is reported she will be supplied with coal here by private parties in the coal trade. I shall continue to keep a strict watch over her movements, and shall, in due course, telegraph to your excellency any important facts for transmission to our Secretary of State.

Being quite hard pressed for time, I shall feel under great obligations if your excellency will kindly make known the contents of the present communication to our government at Washington, forwarding, at the same time, the inclosures.

I have the honor to be, sir, your obedient servant,

HORATIO J. SPRAGUE.

His Excellency the ENVOY EXTRAORDINARY AND MINISTER
PLENIPOTENTIARY of the United States of America, &c., London.

Mr. Sprague to Mr. Adams.

[Per telegraph.]

JANUARY 19, 1862.

Sumter arrived here last night with crews of captured vessels. Particulars not yet ascertained.

SPRAGUE.

JANUARY 19, 1862.

Bark Neapolitan, of Kingston, destroyed by Sumter. Captain and crew safe in my charge. Bark Investigator, of Searsport, permitted to proceed to England, cargo being British; captain giving bond for eleven thousand dollars. Sumter at anchor here.

SPRAGUE.

Mr. ADAMS,
American Minister, London.

Copy of the indorsement made by the commander of the steamer Sumter on the register of the American bark Investigator, of Searsport, Maine, captured by the Sumter in the Straits of Gibraltar, on the 18th of January, 1862, and released on the same day.

The bark Investigator, of Searsport, Maine, was captured in the Straits of Gibraltar, on the 18th of January, 1862, by the Confederate States steamer Sumter, and released on ransom bond, having on board a cargo belonging to English subjects.

R. SEMMES, *Commander.*

Protest of Andrew Burditt.

CONSULATE OF THE UNITED STATES OF AMERICA, GIBRALTAR.

Before me, Horatio Jones Sprague, consul of the United States of America for this port of Gibraltar, personally came and appeared this day Andrew Burditt, master of the late American bark Neapolitan, of Kingston, who reported having sailed from Messina on or about the 28th day of December last past, laden with a cargo consisting of sulphur and green fruit, and bound for Boston. That during the voyage he experienced variable weather, and that on or about the 16th day of January instant he made the Rock of Gibraltar, strong westerly winds prevailing at the time, and was endeavoring to work up to the Straits of Gibraltar, when at about seven o'clock on the morning of the 18th instant, Ceuta bearing south about two miles and a half distant, with moderate and baffling winds from the westward, a steamer was seen steaming east, with the ensign of the United States of America flying; soon after, the said steamer squared right for the said bark Neapolitan, and she came alongside, ordering the said appearant to heave to; a boat was sent on board from the said steamer, which took the said appearant on board the said steamer, which proved to be the Confederate States steamer Sumter, commanded by Captain R. Semmes, with a crew of about seventy men. That a boat with a full crew was then sent from the said steamer to the said bark Neapolitan, who began stripping everything from her in the shape of sails, rigging, oil, paints, provisions, &c., which were then put on board the Sumter—the said steamer hoisting the Confederate States flag and lowering the ensign of the United States of America (which she had previously hoisted) from the moment she took possession of the said bark Neapolitan. That in the meantime the said steamer Sumter captured the American bark Investigator, of Searsport, from Garrucha, loaded with mineral ore for Newport, (England,) which vessel was afterward allowed to continue her voyage to Newport, in consequence of the master of said bark giving a ransom bond for \$11,250, in favor of Captain R. Semmes, of the aforesaid steamer Sumter, and for her being partly owned in a southern port of the United States. That then the crew of the said bark Neapolitan was placed on board the said bark Investigator, and came into this port, where they anchored this morning at four o'clock, the said appearant having been previously deprived of eighty-six dollars belonging to him, together with his chronometer, sextant, and charts, by the aforesaid Captain R. Semmes, of the said steamer. That at about three o'clock last evening the aforesaid bark Neapolitan was fired by the crew of the aforesaid steamer, at about eighteen miles to the eastward of the Rock of Gibraltar.

In consequence of the foregoing, the said appearant herewith solemnly and publicly protests against the said steamer Sumter, her commander aforesaid, officers and crew, and all which in right ought to be protested against, all losses, costs, damages, detriments, and expenses which have or hath arisen, or which may accrue to those concerned in the aforesaid late American bark Neapolitan, of Kingston, or the proprietors of the cargo in consequence thereof.

This done and protested, the said Andrew Burditt hath hereunto set his hand, in Gibraltar, this nineteenth day of January, anno Domini one thousand eight hundred and sixty-two.

ANDREW BURDITT.

Sworn before me this nineteenth day of January, A. D. 1862.

HORATIO J. SPRAGUE,
U. S. Consul, Gibraltar.

I certify that the foregoing contains a verbatim copy of the protest of the master of the late American bark Neapolitan, of Kingston, duly registered in this consulate, and, as a verbatim copy of the original, is entitled to full faith and credit. Witness my hand and seal of office, in Gibraltar, this 20th day of January, A. D. 1862.

HORATIO J. SPRAGUE,
U. S. Consul, Gibraltar.

Declaration of the officers of the bark Neapolitan.

CONSULATE OF THE UNITED STATES OF AMERICA, GIBRALTAR.

Appeared personally, and solemnly and sincerely declared, on this twenty-third day of January, A. D. 1862, Andrew Burditt, master, Jacob Doyle, first officer, and Edward Houdlett, second officer, of the late American bark Neapolitan, of Kingston, 322 tons, or thereabouts; that they sailed in and with the said bark Neapolitan from Messina on or about the 28th day of December, 1861, loaded with a cargo of brimstone and green fruit, and bound for Boston; that during the voyage they experienced variable weather, and nothing of particular note occurred until the morning of the 18th January instant, the wind being about northwest, and they then were close to Ceuta, the center thereof bearing south and by east; that at about a quarter before seven o'clock they observed a steamship, with American colors flying, running to the eastward, which immediately afterward stood toward them; that the colors were ordered to be hoisted, and while the mate was bending them on, the steamer spoke them and ordered them to heave to; presently a boat came from the steamer and directed the master to carry all the ship's papers to the steamer; that the master went in the steamer's boat, carrying her papers; that the said bark Neapolitan was lying to, with her head towards Ceuta, within about one and a half mile of the shore, and the moment the boat with the master and papers reached the strange steamer she hoisted confederate colors and hailed the aforesaid bark Neapolitan, ordering her to wear; that the Neapolitan wore, and a boat came from the steamer with an officer. As soon as the boat reached the aforesaid bark Neapolitan the officer declared her to be a prize, and ordered her men aloft to cut away the sails. At this time the wind was moderate, but it very soon freshened up, and the men of the steamer wore the aforesaid bark Neapolitan again, and having run before the wind for a mile and a half they hove her to again on the starboard tack. The crew of the aforesaid bark Neapolitan were then ordered to pack up their things and go on board of the bark Investigator, another American bark which the steamer had been boarding; that at about ten o'clock they were forced away from their ship and went on board the bark Investigator, leaving their ship, the Neapolitan, in the hands of the officers and crew of the Confederate States armed steamer Sumter, who were now busily employed in taking out her stores. That the aforesaid bark Investigator made sail and stood towards Gibraltar, and about two o'clock p. m. of the same day they saw the Neapolitan in flames, burned by the aforesaid steamer Sumter.

And these appearers again most positively declare that their late bark Neapolitan was within one and a half mile of Ceuta and the coast of Morocco, or certainly a very long way within cannon-shot, at the time she was boarded and seized by the Sumter.

ANDREW BURDITT.
JACOB DOYLE.
EDWARD HOUDLETT.

Declared at Gibraltar, this twenty-third day of January, one thousand eight hundred and sixty-two, by the said Andrew Burditt, Jacob Doyle, and Edward Houdlett, before me.

JAMES C. RELPH,
Notary Public, Gibraltar.

I certify that the foregoing writing contains a verbatim copy of the original document, duly registered in this consulate, and, as a verbatim copy of the original, is entitled to full faith and credit.

Witness my hand and seal of office, in Gibraltar, this 25th day of January, A. D. 1862.

HORATIO J. SPRAGUE,
United States Consul, Gibraltar.

Mr. Sprague to Sir William Codrington.

UNITED STATES CONSULATE,
Gibraltar, January 18, 1862—9 p. m.

DEAR GENERAL: I just learn that the rebel steamer Sumter has entered this port a few moments since, after destroying one or two of our merchant vessels within sight of this rock.

I hope your excellency will give such orders as may prevent this rebel cruiser from obtaining the necessary facilities and making equipments for the continuation of her unlawful vocation.

The probability of the Sumter being visited by the sanitary authorities at an early hour to-morrow makes me anxious that the present note should reach your excellency's hands at an early moment; hence the reason of my addressing you at this advanced hour of the night, and for which I beg to offer to your excellency many apologies.

I have the honor to be, dear general, very respectfully, your obedient servant,

HORATIO J. SPRAGUE,
United States Consul.

His Excellency General Sir WILLIAM CODRINGTON, K. C. B.,
Governor of Gibraltar, &c., &c., &c.

Mr. Freeling to Mr. Sprague.

SECRETARY'S OFFICE,
Gibraltar, January 19, 1862.

SIR: I am directed by his excellency the governor to acknowledge the receipt of your letter of yesterday's date on the subject of the confederate steamer Sumter, now at anchor in this bay.

His excellency desires me, in reply, to inform you that the instructions contained in her Majesty's proclamation of the 13th May last, (published in the Gibraltar Chronicle of the 1st June, 1861,) with reference to the strict neutrality to be observed by her Majesty's subjects in the contest between the government of the United States of America and certain States styling themselves the Confederate States of America, will be strictly carried out with regard to the rights and obligations toward both belligerent parties.

I have the honor to be, sir, your obedient servant,

S. FREELING, *Colonial Secretary.*

HORATIO J. SPRAGUE, Esq.,
Consul of the United States of America, Gibraltar.

Mr. Sprague to Mr. Freeling.

UNITED STATES CONSULATE,
Gibraltar, January 19, 1862.

SIR: I have the honor to acknowledge the receipt of your communication of this day's date, and beg to say, in reply, that I fully count upon his excellency the governor preventing the neutrality of this port and fortress from being compromised by southern armed cruisers to the detriment of the commerce of the United States.

His excellency the governor is already informed of the particulars of the destruction of property yesterday by the Sumter in sight of this rock; the bark Neapolitan, of Kingston, (United States of America,) was captured and destroyed by this steamer, and the crew were sent to this port by the American bark Investigator, at first captured by the Sumter, and then released on her master handing to the commander of the Sumter a ransom bond for \$11,250. This crew was put on board the Investigator to go wherever they pleased; and being protected American seamen, I beg to ask the favor of his excellency the governor to permit these men to place themselves under the charge of this consulate, so that I may provide for their subsistence and return to their homes. They are entirely destitute, and are at this moment a heavy burden to the master of the American bark Investigator, who is anxious to be relieved of them, as he wishes to proceed on his voyage to England without further delay.

I am, sir, your obedient servant,

HORATIO J. SPRAGUE,
United States Consul.

Captain S. FREELING, R. A.,
Colonial Secretary, Gibraltar, &c., &c., &c.

Mr. Freeling to Mr. Sprague.

SECRETARY'S OFFICE,
Gibraltar, January 20, 1862.

SIR: I am directed by the governor to acknowledge the receipt of your letter of yesterday's date, and to inform you that by some expressions in it there seems to be expectation on your part, which it might not be in his excellency's power to accomplish, with regard to acts detrimental to the commerce of the United States.

He therefore begs me to remind you that her Majesty's proclamation and the rules of international law will form the limit and the guide in any conduct observed toward the belligerent parties of the northern and southern States of America.

The governor understands that you will take charge of the crew of the Neapolitan, and he has, therefore, no objections to their being landed from the Investigator at once.

I have the honor to be, sir, your obedient servant,

S. FREELING, *Colonial Secretary.*

HORATIO J. SPRAGUE, Esq.,
United States Consul, Gibraltar.

Mr. Sprague to Mr. Adams.

CONSULATE OF THE UNITED STATES OF AMERICA,
Gibraltar, January 25, 1862.

SIR: I beg reference to my communication of the 23d instant, with several inclosures relating to the Sumter.

Up to this hour (2 p. m.) this steamer remains quietly at anchor in this port, without taking in any coal, and I am assured she has only about two days' supply on board.

She has unbent her sails and is painting, and it is generally believed will not leave port for some days; in the mean time our merchant vessels are sliding off to their respective destinations during the night, and I sincerely hope some federal vessel of war may soon appear here, to prevent any further trouble to our shipping.

Nothing further has transpired between this consulate and the British authorities with regard to the Sumter beyond what I had the honor of stating and forwarding to your excellency in my communications of the 20th and 23d instant.

The officers of the Sumter come on shore more freely, and are well received by the British garrison, who seem to take the Times newspaper for their text book.

I have the honor to be, sir, your obedient servant,

HORATIO J. SPRAGUE.

His Excellency the ENVOY EXTRAORDINARY AND
MINISTER PLENIPOTENTIARY of the *United States of America.*

Mr. Sprague to Captain Warden.

GIBRALTAR, *January 21, 1862.*

SIR: The steamer Sumter still remains in this port. There are also several wind-bound American vessels in this bay, some of them likely to be towed out of the straits at any moment, and for the guidance of their masters I shall feel obliged if you will inform me at your earliest convenience what rules you intend to lay down or enforce on the occasion, in case any American vessels should leave port before the Sumter, or if the Sumter should be outside the port waiting to intercept them.

I have the honor to be, sir, your obedient servant,

HORATIO J. SPRAGUE,
United States Consul.

Captain WARDEN, C. B.,
Royal Navy, Senior Naval Officer, Dock Yard, Gibraltar.

Captain Warden to Mr. Sprague.

HER MAJESTY'S STEAM VESSEL CUCKOO,
Gibraltar, January 21, 1862.

SIR: I have the honor to acknowledge the receipt of your letter of this day's date, requesting to be informed what rules I intend to lay down or enforce as regards the departure of American vessels during the stay of the Sumter at this port, and to inform you, in reply, that I am at present in communication with the law officers of the Crown and his

excellency the governor on this subject, and that I will lose no time in acquainting you when a decision has been arrived at.

I have the honor to be, sir, your obedient servant,

FRED. WARDEN,
Captain and Senior Naval Officer.

HORATIO J. SPRAGUE, Esq.,
United States Consul, Gibraltar.

Captain Warden to Mr. Sprague.

HER MAJESTY'S STEAM VESSEL CUCKOO,
Gibraltar, January 23, 1862.

SIR: With reference to your letter of the 21st instant, on the subject of the protection to be afforded to the merchant shipping of the United States at Gibraltar during the stay of the Sumter in this port, I have the honor to inclose for your information and guidance extracts from the correspondence which has taken place on that subject.

Commander Semmes was informed by me that a decision had been arrived at, "That American merchant vessels quitting Gibraltar whilst the Sumter is in the bay are entitled to a start of twenty-four hours before being pursued with a hostile intention, and that it is the duty of the authorities concerned to see that such protection is extended over them."

And in his reply of the same day he states:

"That the Sumter will not pursue within twenty-four hours of her departure any vessel of the United States that may leave the bay of Gibraltar."

I have the honor to be, sir, your most obedient servant,

FRED. WARDEN,
Captain and Senior Naval Officer.

HORATIO J. SPRAGUE, Esq.,
United States Consul, Gibraltar.

Captain Warden to Mr. Sprague.

THE MOUNT, *January 23, 1862.*

MY DEAR SIR: I have an assurance from Commander Semmes to the following effect:

"The Sumter will not pursue within twenty-four hours of her departure any vessel of the United States which may leave the bay of Gibraltar."

I will send you extracts of the correspondence shortly.

Yours, truly,

FREDERICK WARDEN.

Mr. Smith to Mr. Sprague.

GIBRALTAR COAL COMPANY,
Gibraltar, January 20, 1862.

SIR: I have to acknowledge receipt of your note of the 18th instant, advising the arrival of the Sumter, and requesting that the Gibraltar

Coal Company may not supply that steamer with coals. In reply, I beg to inform you that, having represented the circumstance to the directors, they desire me to inform you that, as the company has hitherto coaled the United States navy, they had resolved on not supplying the steamer Sumter with coals, and that they consequently feel pleased in having thus anticipated your wishes.

I am, sir, your obedient servant,

W. H. SMITH, *Manager.*

HORATIO J. SPRAGUE, Esq.,
United States Consul, &c., &c., &c.

Mr. Sprague to Mr. Adams.

CONSULATE OF THE UNITED STATES OF AMERICA,
Gibraltar, January 23, 1862.

SIR: I had the honor of addressing you on the 20th instant, with inclosures, relating to the arrival here of the steamer Sumter, and of her exploits within sight of this fortress.

I now come to hand you a copy of a telegram which was forwarded to your excellency on the following day, and also beg to inclose copies of further correspondence I have held with the British authorities on the subject of the rebel cruiser.

Up to this hour (3 p. m.) the Sumter has not been supplied with coal, and I hear the private companies for the sale of coal in this market have decided to refuse supplying her with any, and I herewith inclose a copy of a communication received from one of these companies to that effect.

As the Sumter holds very little communication with the shore, and only a boat's crew from her comes on shore at one time, it is difficult to obtain any accurate or reliable information respecting the probable movements of this unwelcome visitor, or the future intentions of her commander. Still I have reason to believe that a few days may yet transpire before she is able to proceed on her piratical cruise. She requires to put to pieces her condensing pipes, and may, if found really necessary, obtain the assistance of the dock yard.

She came into port with only one anchor and chain cable, and has lately supplied herself with new ones, which have been paid for by a commercial firm here named "Richard O. Joyce," agent, it is supposed, of some party in Cadiz, from whence the funds are received.

There is no doubt in my mind that the commander of the Sumter arrived here without any pecuniary means beyond what he took from the masters of the Neapolitan and Investigator; and it is generally credited here that the crew on board are discontented, and would willingly desert if an opportunity presented itself. The curious here have been visiting this vessel, and they receive very polite and marked attention from the officers on board.

Notwithstanding the assurance that an interval of twenty-four hours will be granted to American merchant vessels for leaving the port while the Sumter remains here, I am of opinion that nothing but the presence of federal armed cruisers in these waters would do away with the apprehensions and risks our merchant vessels are now experiencing by the appearance of the Sumter in this port or in its vicinity, and I sincerely hope your excellency may have it in your power to telegraph me that some armed vessels of the United States are already on their way to the Mediterranean.

As it appears that the bark Neapolitan was captured in the waters of Centa, I have already addressed the Spanish commander in chief of the naval forces at Algeciras on the subject, as per copy inclosed, and I have forwarded the particulars to our legation at Madrid.

Captain Burditt, of the Neapolitan, proceeds to the United States by first steamer, *via* Liverpool. In case your excellency should wish to communicate with him, his address will be at the Messrs. Baring Brothers & Co., of Liverpool.

Be pleased to communicate the contents of the present to our Secretary of State, forwarding its inclosures, and accept the assurances of my high consideration and respect.

HORATIO J. SPRAGUE.

His Excellency CHARLES FRANCIS ADAMS,
*Envoy Extraordinary and Minister Plenipotentiary
of the United States of America, &c., &c., London.*

P. S.—I inclose the protest of the master of the bark Investigator, of Searsport.

Protest of Charles G. Carver.

CONSULATE OF THE UNITED STATES OF AMERICA, GIBRALTAR.

Before me, Horatio Jones Sprague, consul of the United States of America for the port of Gibraltar, personally came and appeared this day Charles G. Carver, master of the American bark Investigator, of Searsport, who reported having sailed from Garrucha, on or about the 6th of January instant, loaded with mineral ore, and bound for Newport, England; that he experienced variable weather during the passage toward the Straits of Gibraltar; that on the 17th instant, at about seven o'clock in the morning, he made the Rock of Gibraltar, bearing west-southwest, distant fifteen miles, wind at the time being light and baffling from the westward; that the vessel was worked down toward the straits, when, on the following morning, while stretching toward Ape's Hill, a steamer was seen steering to the eastward, from the west, flying the ensign of the United States of America at her peak; at the same time the said appearant saw a bark ahead, distant about six miles south, supposed to be American; that soon after he saw the aforesaid steamer head toward the said unknown bark, and the said bark heaved to, with maintopsail back, and the steamer, after remaining near the bark for the space of about half an hour, steered toward his own bark; that the aforesaid steamer, after nearing her, hailed her and ordered the said appearant to heave to, and a boat was sent to him with orders that he should take his papers and proceed at once to the said steamer, which was accordingly done; that the said appearant then found that he was on board the South confederate steamer Sumter, commanded by R. Semmes; that after the said commander had examined the papers of the said bark Investigator, he informed the said appearant that he would not destroy his vessel, as he intended to do with the other bark he had just captured, (and which proved to be the bark Neapolitan, of Kingston, from Messina, for Boston,) provided the said appearant should execute a ransom bond in his favor for \$11,250; that if he refused that he would then certainly burn her also; that the said appearant then seeing no possible chance to save the said bark Investigator, or freeing himself or his crew from the hands of the aforesaid R. Semmes, was forced to sign the document required, which bond was made out by one of the officers on board

the said steamer, and which he perceived was copied from another bond on the table of the cabin, which appeared to be of another vessel, previously captured, supposed to be the ship *Montmorency*; that after the said bond was duly signed, the said appearant was taken alongside of the American bark *Neapolitan*, previously captured by the said steamer *Sumter*, and after taking from her her master, Andrew Burditt, and the remainder of the crew, they were all put on board the aforesaid bark *Investigator*, with orders to the said appearant that he could proceed on his voyage; that in the mean time the aforesaid steamer *Sumter* lowered the ensign of the United States of America and showed the flag of the southern confederation; that the said appearant was deprived by the commander of the said steamer *Sumter* of fifty-one dollars; that the bark *Investigator*, again in command of the said appearant, was filled away and proceeded to this port, where she anchored this morning at about four o'clock.

In consequence of the foregoing the said appearant hereby solemnly and publicly protests against the said steamer *Sumter*, her commander aforesaid, officers, and crew, and all which in right ought to be protested against; all losses, costs, damages, detriments, detentions, and expenses, which have or hath arisen, or which may accrue to the said bark *Investigator*, of *Searsport*, or the proprietors of the cargo, in consequence thereof.

This done and protested, the said Charles G. Carver hath hereunto set his hand, in Gibraltar, this nineteenth day of January, anno Domini one thousand eight hundred and sixty-two.

C. G. CARVER.

Sworn before me this 19th day of January, A. D. 1862.

HORATIO J. SPRAGUE,
U. S. Consul.

I certify that the foregoing contains a verbatim copy of the minutes of protest of C. G. Carver, master of the American bark *Investigator*, of *Searsport*, duly registered in this consulate, and, as a verbatim copy of the original, is entitled to full faith and credit.

Witness my hand and seal of office, in Gibraltar, this 21st day of January, A. D. 1862.

[L. S.]

HORATIO J. SPRAGUE,
U. S. Consul, Gibraltar.

Mr. Sprague to Mr. Adams.

[Per telegraph.]

JANUARY 21, 1862.

The *Sumter* is still here, evidently waiting funds. The British governor observes strict neutrality, in conformity with the Queen's proclamation.

HORATIO J. SPRAGUE.

Mr. ADAMS, *American Minister, London.*

Mr. Sprague to Mr. Seward.

No. 5.]

CONSULATE OF THE UNITED STATES,
Gibraltar, February 7, 1862.

SIR: I have the honor to inclose copy of a communication which I had occasion yesterday to address to our minister at London. It will

inform your excellency of the latest movements of the steamer Sumter. Up to this hour (9 a. m.) she remains in port, and has not yet received a pound of coal.

The seamen who refused returning on board the Sumter yesterday are still on shore.

I am, sir, respectfully, your obedient servant,

HORATIO J. SPRAGUE,
United States Consul.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Sprague to Mr. Adams.

CONSULATE OF THE UNITED STATES,
Gibraltar, February 6, 1862.

SIR: I annex copy of two telegrams which I had the honor to forward to you since my last communication of the 25th ultimo.

The Sumter remains in port. She took in yesterday three thousand gallons of water, paid for by a Mr. R. O. Joyce, of this city, who had previously provided her with an anchor and chain. To-day her commander made a second attempt to obtain coal from the coal merchants in this market, and I am informed they have declined supplying him, out of deference to myself.

On the 1st instant the P. and O. steamer Mooltan, from Southampton, brought several packages of clothing for the crew of the Sumter, addressed to Captain Semmes, and I hear a further supply is expected by the next Southampton packet due on the 9th instant. The packages per Mooltan were forwarded by a Mr. S. S. Sampson, of Southampton, I believe, a forwarding agent.

Since yesterday there are some ten or twelve seamen of the Sumter on shore, and to-day they have nearly all refused to return to their ship. One of them, in a drunken state, called upon me this day for protection. As the officers of the Sumter have attempted to forcibly ship them off from the quay, I to-day called upon the governor of this fortress to inform him of the circumstance; that I was ready to take under my charge any of these seamen who might wish to avail of my protection, and who would swear allegiance to the government of the United States; and that I did not believe that it would be in conformity with strict neutrality to force these men on board of the Sumter.

Since my interview with the governor I hear that orders have been given to the police authorities not to permit these men to be forcibly taken on board of the Sumter by her officers, and up to this hour (7 p. m.) they remain on shore, mostly in a state of intoxication.

All these circumstances may probably retard the departure of the Sumter from this port; still I sincerely hope that a federal cruiser may soon appear to do away with any further trouble about this craft. I have every reason to believe that her boilers are defective, and that she is very badly provided with powder and other munitions of war.

I have the honor to be, &c.,

HORATIO J. SPRAGUE,
United States Consul.

CHARLES FRANCIS ADAMS, Esq.,
United States Minister London.

Mr. Sprague to Mr. Seward.

No. 6.]

CONSULATE OF THE UNITED STATES,
Gibraltar, February 18, 1862.

SIR: On the 13th instant I informed the Navy Department of the safe arrival at this port, on the previous day, of the United States steamer Tuscarora. This vessel of war is now anchored off Algeciras, where she is coaling, while the steamer Sumter remains at this port and has not yet coaled.

For the information of your excellency, I have the honor of transmitting herewith copies of further correspondence that has come to pass with this consulate since I addressed you on the 7th instant, relating to the Sumter and some of her crew, to which I beg, respectfully, to crave your reference.

Remaining, sir, with high consideration and respect, your obedient servant,

HORATIO J. SPRAGUE,
United States Consul.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Mr. Seward.

[Extract.]

No. 117.]

LEGATION OF THE UNITED STATES,
London, February 20, 1862.

SIR: * * * * *

I transmit herewith copies of the correspondence between Mr. Sprague, the consul at Gibraltar, and the authorities at that place, in regard to the Sumter. I desire to bear testimony to the vigilance of that gentleman in apprising me of all the movements of that steamer, from the moment it entered the harbor. In his letter to me he alludes to the disposition of the English officials as adverse to the United States, a remark which may, perhaps, receive confirmation from the circumstance that his dispatch came to London with the consular seal broken, and was sent to me revealed by the post office authorities here, with the fact attested on the envelope.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Sprague to Mr. Adams.

CONSULATE OF THE UNITED STATES,
Gibraltar, February 12, 1862.

SIR: I this day telegraphed to your excellency the safe arrival at this port of the United States steamer Tuscarora. Captain Craven informed me that he saw nothing of the steamer Nashville during his voyage across the Bay of Biscay.

He finds here the steamer Sumter still at anchor, notwithstanding

that Earl Russell's official dispatch to the lord commissioners of the admiralty respecting the rules laid down about United States ships of war and southern cruisers was published last evening in the government newspaper. Captain Craven intends to cross over to the port of Algeciras probably to-morrow evening, and will, if possible, replenish his stock of coal there. The private coal companies in this market still refusing to sell the Sumter any coal, Captain Semmes has applied to the British authorities for a supply; they have refused, but I hear have telegraphed to the home government the particulars, and ask for instructions.

Inclosed you will find copy of notes that have just been interchanged between the government here and myself upon certain seamen of the Sumter who are on shore and refuse to return to her; and as some of these men have expressed a desire to ship by the Tuscarora, I anticipate further trouble, particularly as I cannot help observing a kind of unfriendly feeling on the part of British officials toward our government in anything relating to our differences with the southern States, and which I can hardly account for.

I have the honor to be, &c., &c.,

HORATIO J. SPRAGUE,
United States Consul.

His Excellency the ENVOY EXTRAORDINARY, &c., &c.,
of the United States, London.

Mr. Freeling to Mr. Sprague.

SECRETARY'S OFFICE.

SIR: I am directed by the governor to inform you that his excellency has received a letter of complaint from Captain Semmes with regard to your conduct as United States consul, viz: that you have, by means of your emissaries, tampered with and seduced from their allegiance several of the crew of the Sumter who have visited the shore on liberty.

Captain Semmes particularly refers to Everett Salmon, John Jenkins, and Thomas Penny, three seamen of the Sumter, and he further states that you have persuaded some of his men to take refuge under your consular flag.

Captain Semmes adds that the evidence has come to him in a very satisfactory shape, and that he will be ready to produce it, if the allegation be denied.

The governor requests you will give me information on these points.

I have the honor to be, sir, your obedient servant,

S. FREELING,
Colonial Secretary.

HORATIO J. SPRAGUE, Esq.,
United States Consul, Gibraltar.

Mr. Sprague to Mr. Freeling.

CONSULATE OF THE UNITED STATES OF AMERICA,
Gibraltar, February 11, 1862.

SIR: I have the honor to acknowledge the reception of your communication of yesterday's date, having regard to a letter from Captain Semmes, of the steamer Sumter, to his excellency the governor, com-

plaining, as you inform me, of my conduct as United States consul, and stating that I have by means of emissaries tampered with, and seduced from their allegiance, several of the crew of the Sumter who have visited the shore on liberty; and further, that I have persuaded some of the men of the Sumter to take refuge under the flag of this consulate.

In reply, I beg to lay before you the following statement of facts, having particular reference to the three seamen whose names are mentioned in your letter:

On or before the 7th instant, a seaman belonging to the Sumter, by name John Jenkins, presented himself at this consulate in an intoxicated state. He inquired for the American consul, and, as I was present, he claimed my protection as an American citizen, stating to me that he and many others were being forced to return on board the Sumter; that he preferred to die rather than return on board; that he was a Cape Cod man, and wished to go back to his native place. I replied by telling him to go away and get sober, and that I would speak to him later. Upon this he left the consulate, and I immediately honored myself by calling upon the governor, accompanied, as you will doubtless recollect, by yourself. I then informed his excellency of what had been stated to me by Jenkins, and which I have above detailed, and his excellency the governor thereupon promised that the seamen of the Sumter should not be ill-treated or forced on board against their will; that he would not permit the neutrality of this port to be violated, and that he would issue his orders accordingly. On the 7th instant two other seamen from the Sumter presented themselves at this consulate, one of them, I think, named Thomas Pennu, and finding me there also claimed my protection, stating that they belonged to the city of New York. I instantly sent for a policeman, and requested him to take these seamen before the police magistrate with a note from me, (of which I beg to inclose a copy,) with which request the policeman complied. I am not aware of what took place before the magistrate with respect to these seamen. In about two hours a policeman came to this consulate, and in the name of the police magistrate brought to me another seaman belonging to the Sumter, called Everett Salmon, who had his face frightfully bruised, and who likewise claimed my protection as an American, and desired to be sent to his home. I immediately sent this man away, advising him to have his injuries attended to, and to conduct himself steadily and quietly.

Since the above occurrences I have had daily applications at this consulate from seamen of the Sumter, claiming protection, and in all cases desiring to be sent to their homes, and in every instance I have sent them to the police office, there to prefer their complaints (if any) or to relate their cases, and I have at the same time informed them that this being a neutral port I could not become security for their residence here, or at the present moment take steps for sending them to America.

Beyond what is above stated, and always recommending to them, on the occasions referred to of their visits to this consulate, peaceable conduct in the town, I have never had, or, indeed, desired to have, any communication, directly or indirectly, with the crew of the Sumter; their coming to me and absence from their vessel being purely voluntary, and wholly, to the best of my knowledge, unconnected with persuasion of any kind.

I trust that the above statement will alone relieve me from any suspicions that his excellency the governor might entertain as to the possibility of my acting or desiring to act in the manner pointed out by Captain Semmes; but if this should not be the case, I would respectfully solicit from his excellency that he will do me the justice to cause each

of the seamen in question to be examined, and then satisfy himself that, as the representative at this port of the United States of America, I have acted, in a position which is not devoid of difficulty, as honorably and judiciously as the circumstances of the case would warrant.

I have the honor to be, sir, your obedient servant,

HORATIO J. SPRAGUE,
United States Consul.

Captain S. FREELING, R. A.,
Colonial Secretary, &c., Gibraltar.

Mr. Sprague to Police Magistrate at Gibraltar.

CONSULATE OF THE UNITED STATES,
Gibraltar, February 7, 1862.

SIR: The accompanying two seamen have just called at this consulate, claiming the protection of the United States government, and stating that they do not wish to return on board the Sumter, to which vessel they belonged. They will relate their own tales to you, and I beg respectfully to solicit for these men all the privileges which a neutral port can afford them.

I am, sir, your obedient servant,

HORATIO J. SPRAGUE,
United States Consul.

The POLICE MAGISTRATE, &c., &c., *Gibraltar.*

Mr. Sprague to Mr. Adams.

GIBRALTAR, *February 18, 1862.*

SIR: I had the honor of addressing you on the 12th instant. The Sumter still remains in port. The coal companies in this market still persist in refusing to sell her coal, notwithstanding that \$12 per ton is offered for it, which is 50 per centum over the market price.

After to-day the rules laid down by Earl Russell, with regard to American belligerents in British waters, will be in force for the Sumter, and I am curious to know how the authorities here will act on the occasion. Reports say a supply of coal is momentarily expected for this steamer from abroad. Anything further on the subject shall be duly forwarded to your excellency by telegraph for transmission to the State Department at Washington.

The United States steamer Tuscarora has been at anchor off Algeciras since the 14th instant, and she is coaling there. She may return to this port to-morrow for the purpose of obtaining provisions.

Since my last communication I have had a conference with the British governor with regard to the several seamen of the Sumter, who are still on shore and refuse to return to her, and who have asked my protection.

I found the governor particularly non-committal in all his conversation upon these seamen; he gave no encouragement for me to take them under the protection of this consulate, cautioning me at the same time to be exceedingly particular how I moved in the matter; in fact, he recommended me to have nothing to do with them.

I hear \$16 per head are offered to seafaring men by the officers of the

Sumter, to entice these men to return to their ship; but up to this moment none have been induced to take the bait; indeed, I was yesterday informed that one of these men had found his way on board the *Tuscarora*, off Algeciras.

So long as they remain within the reach of this consulate they shall not starve; it would, however, be desirable if the British government would permit my sending these men to their homes, where they have their wives and children in a state of want; particularly as it has been their voluntary act to leave the Sumter, with a desire to pass an honest life among those most dear to them.

I have the honor to be, sir, your obedient servant,

HORATIO J. SPRAGUE.

His Excellency the ENVOY EXTRAORDINARY, &c., &c.,
of the United States of America, London.

Mr. Sprague to Mr. Seward.

No. 8.]

GIBRALTAR, March 14, 1862.

SIR: For the purpose of keeping your excellency posted, up to the last hour, with everything relating to the movements of our naval forces in this immediate neighborhood, as well as the continuation of the Sumter at this port, I have the honor to inclose herewith copies of my last communications to Mr. Adams, our minister at London, to which I beg your reference.

Remaining, sir, with high consideration and respect, your obedient servant,

HORATIO J. SPRAGUE,
United States Consul.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Sprague to Mr. Adams.

[Extract.]

MARCH 12, 1862.

SIR: * * * * * * *

The United States steamers *Kearsarge* and *Tuscarora* remain off Algeciras; the ship *Ino* is at Cadiz, while the Sumter continues in this port in an apparent state of inactivity, which is not surprising, surrounded as she is now by our vessels of war, with Earl Russell's rules in force, and late important successes on our part in the field of battle.

* * * * * * *

I have the honor to be, &c.,

HORATIO J. SPRAGUE,
United States Consul.

His Excellency CHARLES F. ADAMS, &c., &c., &c., London.

Mr. Sprague to Mr. Adams.

[Extract.]

MARCH 14, 1862.

SIR: * * * *

The Sumter remains in port, while the Kearsarge, Tuscarora, and Ino are off Algeciras. This latter vessel arrived there last evening from Cadiz and Tangier.

I have the honor to be, &c.,

HORATIO J. SPRAGUE,
United States Consul.

His Excellency the MINISTER of the United States, London.

Mr. Adams to Mr. Seward.

No. 280.]

LEGATION OF THE UNITED STATES,
London December 24, 1862.

SIR: I have the honor to transmit copies of a series of communications received from Mr. H. J. Sprague, the consul at Gibraltar, respecting the movements made at that port to sell the steamer Sumter. As he desired my advice, I gave it to him in the letter, a copy of which goes with the papers. The question of the right to sell the property of a belligerent to a neutral in a neutral port is not without its difficulties, and I find the authorities differ materially about it. My own leaning is rather to a liberal construction, especially as in this case it relieves us from a burdensome process of vigilance. Besides which, I find that the government bought a war vessel of the Greeks whilst engaged, in 1826, in their war with the Turks.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

No. 1.

Mr. Sprague to Mr. Adams.

CONSULATE OF THE UNITED STATES OF AMERICA,
Gibraltar, December 9, 1862.

SIR: I informed you yesterday that the steamer Sumter had just been sold by private contract. The sum she fetched was four thousand pounds sterling.

Yesterday afternoon the purchasers were ready with the money and with bill of sale in hand to be executed by a notary public in this city, when it was found that all the papers required by them could not be produced by the officer in charge of the Sumter, who, it appears, holds a power of attorney from a certain Bullock, who styles himself senior naval officer in the confederate service in Europe, and, I am told, is at present in England giving his attention to what relates to the marine service of the rebel States. The purchasers require a written authority from Commissioner Mason to Mr. Bullock for the sale of the Sumter, and the seller has telegraphed for this document; in the mean while the sale is in

suspense, and I accordingly telegraphed your excellency last evening as annexed.

The guns of the Sumter are included in the sale, and should the sale be consummated, I understand they will be landed here under the supervision of the British authorities. The revolvers are not sold. I hear it stated the officer in charge intends to send them forward to England. The purchasers of the Sumter have refused buying the chronometers, salt, provisions, or anything else that has been captured by her when in command of Semmes.

Please communicate all this information to our government at Washington.

I have the honor, &c., &c.,

HORATIO J. SPRAGUE,
United States Consul.

His Excellency CHARLES FRANCIS ADAMS,
United States Minister, &c., &c., &c., London.

No. 2.

Mr. Sprague to Mr. Adams.

[Telegram.]

DECEMBER 8, 1862.

Mr. ADAMS, *American Minister, London:*

The private sale of the Sumter is in suspense for want of written authority from Commissioner Mason. The party has telegraphed for it.
SPRAGUE, *Consul.*

No. 3.

Mr. Sprague to Mr. Adams.

CONSULATE OF THE UNITED STATES OF AMERICA,
Gibraltar, December 10, 1862.

SIR: After mailing my communication to you of yesterday I received a telegram from Mr. Koerner, our minister at Madrid, requesting me to protest against the selling of the steamer Sumter at this port. I had also received, a few hours before, an official note from Captain Pickering, of the United States steamer Kearsarge, now at Cadiz, to the same effect. In consequence, and in the absence of any reply from your excellency to my telegrams from the 6th instant, I decided to delay no further in addressing the governor of this fortress on the subject, and based my communication upon the telegram received from our minister at Madrid. I now have the honor of transmitting a copy thereof.

The private sale of the Sumter still remains in suspense, and she is still advertised in the Gibraltar Chronicle of yesterday for sale by public auction for to-morrow.

Anything further transpiring about the Sumter I shall telegraph your excellency without delay.

I inclose copy of Captain Pickering's dispatch to me. I also annex copy of my telegram to you of last evening.

I have the honor to be, sir, your obedient servant,

HORATIO J. SPRAGUE,
United States Consul.

His Excellency C. F. ADAMS,
United States Minister, &c., &c., &c., London.

No. 4.

Mr. Sprague to Mr. Adams.

[Telegram.]

GIBRALTAR, December 9, 1862.

Mr. ADAMS, *American Minister, London:*

By instruction of our minister at Madrid, have protested to British government against Sumter being sold here.

SPRAGUE, *Consul.*

No. 5.

[From Gibraltar Chronicle of the 9th December, 1862.]

AUCTION SALE OF THE VERY SWIFT SCREW-STEAMER SUMTER.

On Thursday next, 11th instant, at 12 o'clock, will be sold by public auction, in the north room of the Exchange, the screw-steamer Sumter, now lying in this bay, of about 499 tons burden, built at Philadelphia in 1859, of superior oak timber, and sheathed with yellow metal in 1860, together with sails, rigging, stores, moorings, &c., &c., as may be found on board, and a powerful engine, cylinder fifty inches; an inventory of which and *conditions* of sale may be seen on board any time previous to the sale, or at—

WM. SHERWILL.

DECEMBER 8, 1862.

No. 6.

Mr. Sprague to Sir W. Codrington.

CONSULATE OF THE UNITED STATES OF AMERICA,
Gibraltar, December 9, 1862—4 p. m.

SIR: I have this moment received a telegram from the minister of the United States of America for the court of Madrid, under to-day's date, in the following terms:

[Translation.]

"Announce officially that the steamer Stuner, being prize of war made by the insurgents in the United States, and really the property of citizens of that republic, being also included in the terms provided in the orders of her Britannic Majesty in council against the sale of prize of this war in her Majesty's dominions, cannot be lawfully sold in Gibraltar, and that the sale announced will not be respected by the vessels of war of the United States, but that the Sumter will be made prize wherever she may be found on the high seas, or within American jurisdiction, and taken before the proper court for adjudication.

"The minister plenipotentiary,

"GUSTAVUS KOERNER."

In face of which I have to protest in the name of the government of the United States of America, as its representative at this port, against

the sale of the steamer Sumter taking place in this city, with the concurrence of the British authorities.

I have the honor to be your excellency's obedient servant,
HORATIO J. SPRAGUE,
United States Consul.

His Excellency **SIR WILLIAM CODRINGTON, K. C. B.**
Governor of Gibraltar, &c., &c., &c.

No. 7.

Captain Pickering to Mr. Sprague.

UNITED STATES STEAMER KEARSARGE,
La Carracca, Cadiz, December 6, 1862.

SIR: I have the honor to acknowledge the receipt of your telegram, without date, informing me that the Sumter is advertised for sale at Gibraltar on Thursday next.

The vessel is of little value, and probably offered for sale merely to establish a precedent.

The sale of so-called confederate war vessels in British ports is an act as unfriendly and hostile to our government as the *purchase* of war vessels in their ports by the same party. I would therefore suggest that it is your *duty* to enter a protest against the sale.

I am, respectfully, &c., your obedient servant,
C. W. PICKERING, Captain.

HORATIO J. SPRAGUE, Esq.,
United States Consul, Gibraltar.

No. 8.

Mr. Sprague to Mr. Adams.

CONSULATE OF THE UNITED STATES OF AMERICA,
Gibraltar, December 12, 1862.

SIR: I beg to transmit herewith copies of notes that have so far been interchanged between this consulate and the governor of Gibraltar regarding the proposed sale of the steamer Sumter in this port since I had the honor of addressing your excellency on the 10th instant.

In the absence of instructions from your excellency, I have limited myself to protesting against the sale of the Sumter at this port, based upon the contents of the telegram received from Mr. Koerner, our minister at Madrid.

I call your particular attention to the official notices published in the Gibraltar Chronicle of the 10th and 11th instant, which I herewith annex.

I have never been able to obtain an accurate history of the steamer Sumter, but, as much can be said as to what constitutes a "war prize," I take the liberty to observe that as all public property in the States that have rebelled against the government of the United States was the property of the United States, whether it consisted of ships or stores in the public *arsenals, or of money in the public chests*, its illegal capture by

the so-called confederates might make all such property prize of war. Although the British government has conceded belligerent rights to the States in rebellion, it has not yet recognized those States, nor would it probably be disposed to contend that the property of the United States seized by force is lawfully owned by the so-called confederates.

The private sale of the Sumter having been canceled by mutual consent, she is again advertised for sale by public auction for the 19th instant, and I hear a party is expected from England, by the Southampton steamer, due here on the 17th instant, to be present at the sale, but for what purpose I know not.

Please do me the favor to inform our government of the contents of the present communication with its inclosures, and accept, sir, the assurances of my high consideration and respect.

HORATIO J. SPRAGUE,
United States Consul.

His Excellency C. F. ADAMS,
United States Minister, &c., &c., &c., London.

No. 9.

Captain Freeling to Mr. Sprague.

SECRETARY'S OFFICE,
Gibraltar, December 10, 1862.

SIR: I am directed by the governor to acknowledge the receipt of your letter, dated 9th instant, on the subject of the sale of the Sumter.

His excellency desires me to inform you that you have not furnished any such proof of the Sumter being a prize as to justify his interference with a mercantile transaction.

I have the honor to be, sir, your obedient servant,

S. FREELING,
Colonial Secretary.

H. J. SPRAGUE, Esq.,
United States Consul, &c., &c., &c.

No. 10.

Mr. Sprague to Captain Freeling.

CONSULATE OF THE UNITED STATES,
Gibraltar, December 10, 1862.

SIR: I have the honor to acknowledge the receipt of your dispatch of to-day's date, and, in reply, I beg to state that I am not instructed by the government of the United States to enter into the question proposed in your said dispatch, as to which I may, however, observe that there can be no doubt that the sale of the steamer Sumter is in fact a sale for the purpose of avoiding a capture by the cruisers of the United States. Such sale for such purpose within the jurisdiction of a neutral state is, I apprehend, illegal and opposed to the strict law of neutrality, if sanctioned by the government of such neutral state.

In conformity with the tenor of my instructions contained in the official telegram of yesterday, of which I have the honor to remit

a copy to his excellency the governor, I have only to protest in the name of my government against any such sale in this port of the said steamer Sumter, as is proposed, and to point out the consequences following upon such sale. It only remains for me to reiterate that protest, and respectfully to request the attention of his excellency the governor thereto.

I have the honor to be, sir, your obedient servant,
 HORATIO J. SPRAGUE,
United States Consul.

Captain S. FREELING, R. A.,
Colonial Secretary, &c., &c., Gibraltar.

No. 11.

Captain Freeling to Mr. Sprague.

SECRETARY'S OFFICE, *December 10, 1862.*

SIR: I am directed by the governor to acknowledge the receipt of your letter of this date, and, in reply, to remark that your protest of yesterday was made on the ground that the Sumter was a prize made from the federals by the confederates, and therefore truly the property of the former.

Now, however, you state a different ground, viz: that the sale is for the purpose of avoiding a capture by the cruisers of the United States, and therefore illegal.

The governor wishes to know upon which of these two grounds you now make your protest, as your last seems somewhat incompatible with the first which he received from you yesterday.

I have the honor to be, &c.,

S. FREELING,
Colonial Secretary.

HORATIO J. SPRAGUE, Esq.,
United States Consul, Gibraltar.

No. 12.

Mr. Sprague to Captain Freeling:

CONSULATE OF THE UNITED STATES OF AMERICA,
Gibraltar, December 11, 1862.

SIR: I beg to acknowledge the receipt of your letter of the 10th instant, in reply to my communication of the same date, on the subject of the proposed sale of the steamer Sumter.

The telegram from his excellency the minister plenipotentiary of the United States at the court of Madrid, of which I had the honor to forward a copy to his excellency the governor on the 9th instant, contains the instructions upon which I have acted in protesting against the above sale, as I necessarily had to consider it my duty to do so.

I am, however, quite unable to see the incompatibility of what was stated by me in my letter of yesterday, with the ground set forth for the protest in question, as it was simply put forward as an observation,

which appeared to me to bear upon the question, and not to be inconsistent with the views set forth in the telegram.

I have the honor to be, sir, your obedient servant,

HORATIO J. SPRAGUE,
United States Consul.

Captain S. FREELING, R. A.
Colonial Secretary, Gibraltar.

No. 13.

[Official notice in the Gibraltar Chronicle of December 10, 1862.]

NOTICE.

SECRETARY'S OFFICE,
Gibraltar, December 10, 1862.

His excellency the governor has received a protest from the United States consul in this city against the sale of the confederate steamer Sumter, on the ground, as stated by him, of her being a prize. No proof of this being the case has been furnished, but the governor deems it right to notify this protest to the public.

By command :

S. FREELING, *Colonial Secretary.*

No. 14.

[Official notice from the Gibraltar Chronicle of December 11, 1862.]

NOTICE.

SECRETARY'S OFFICE,
Gibraltar, December 11, 1862.

With reference to the notice in yesterday's Chronicle, his excellency the governor has received the following statement from the officer commanding the Sumter :

"The Sumter was bought and paid for at New Orleans by the confederate government; that the owners of the then steamer Habana (the Sumter) agreed to the price and terms of sale; and that she was purchased before any vessels had been seized in New Orleans by the confederate government."

By command :

S. FREELING, *Colonial Secretary.*

No. 15.

The Gibraltar Chronicle of the 11th December has a supplement containing the advertisement of the sale of the Sumter, as heretofore copied, with the addition that "The above sale is postponed until Friday, the 19th instant."

No. 17.

*Mr. Adams to Mr. Sprague.*LEGATION OF THE UNITED STATES,
London, December 17, 1862.

SIR: I have to acknowledge the reception of several telegrams, together with letters, and especially that of the 6th of December, all relating to the project of sale of the steamer Sumter in the port of Gibraltar.

I have not written in reply to these communications, for the reason that I could not perceive any action yet taken in the premises that can be made the basis of agitation here. The advertisement put into the columns of the Gibraltar as well as the Liverpool newspapers is wholly devoid of a responsible character. It is clear that no owner has yet appeared vested with sufficient power to act at all in the premises. Under such circumstances I cannot see the force of a remonstrance to the British government which is based upon no act to be complained of beyond a newspaper advertisement, and which suggests no practical remedy. In this sense your letter to Commander Bryson appears to me to have been written with great judgment. It is scarcely to be presumed that her Majesty's government is not fully conscious of the conditions under which the Sumter enjoys its protection. It is as a vessel of a recognized belligerent that she obtained the privilege of remaining where she is until now. Any change in her character cannot be effected without the knowledge and consent of the authorities at Gibraltar. You will therefore, first of all, confine yourself to the simple duty of watching all the proceedings. In case of any attempt at a merely fraudulent transfer for the sake of escaping harmless from our cruisers and resuming her former career, you will call their attention to the fact, deny the validity of any such proceeding, and invoke their interference. Should it appear to you, on the other hand, that the purchasing parties are foreigners acting in good faith for the conversion of the vessel to some legitimate and peaceful trade, I see no better way of getting rid of a burdensome labor of vigilance upon a property of little value than to acquiesce in it. On the other hand, should you have reason to suspect a spurious transaction for the sole purpose of extricating the vessel from its present position in order to replace it in a more effective attitude of hostility to the United States, you will do well to remonstrate with the local authorities, and to send a copy of your remonstrance, together with the evidence on which you rest it, to this legation.

Under the present aspect of the case, I do not feel as if I had proof of ill intention in my hands sufficient to enable me to give to the commanders of our vessels of war any specific instructions. So much must depend on the shape which the matter may take, that I can only say to you this: that only in the contingency of positive fraud above spoken of, clearly shown, as well as of refusal of the British authorities to interfere, so far as to detain the vessel for time enough to make a representation here, should I think it advisable for our own vessels to interpose. And even then, should she sail under a British flag, it can only be done on the high seas, and under a preliminary search to investigate her true character. Should the papers be of such a kind as to subject her to the suspicion of being yet rebel property, with only a fraudulent cover, she might then be taken and sent home for adjudication in the United States court.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

HORATIO J. SPRAGUE, Esq.,
United States Consul, Gibraltar.

No. 18.

Mr. Sprague to Mr. Adams.

DECEMBER 19, 1862.

Sumter sold this day by public auction for nineteen thousand five hundred dollars. Purchaser, an English engineer, arrived yesterday from Southampton.

SPRAGUE, *Gibraltar.*MR. ADAMS, *American Minister, London.*

No. 19.

*Mr. Sprague to Mr. Adams.*SAN ROQUE, *December 23, 1862—2.45 p. m.*

Sumter flying British flag. Is loading. Probably be conveyed (convo-
yed ?) to sea if necessary.

SPRAGUE.

ADAMS, *American Minister, London.**Mr. Dudley to Mr. Seward.*

[Extract.]

No. 184.]

UNITED STATES CONSULATE,
Liverpool, December 27, 1862.

SIR: * * * * * Another slip relates to the privateer Sumter at Gibraltar. She was to be sold there on the 20th of December. Mr. Klingender, the active coadjutor and factotum of Fraser, Trenholm & Co., of this place, has gone to bid for her, and will most likely have bought her. If he has, the real owners will be Fraser, Trenholm & Co.; if not, the insurgents, and we shall hear of her again either as a privateer, or as going to attempt the blockade; most likely in the first character. * * * * *

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
*Secretary of State.**Mr. Dudley to Mr. Seward.*

[Extract.]

No. 186.]

UNITED STATES CONSULATE,
Liverpool, December 31, 1862.

SIR: I learn that the privateer Sumter has been purchased by Melchor George Klingender, of Liverpool, and that she is coming around to this port either to be fitted out as a privateer, or to run the blockade; most likely the former. In my dispatch No. 184, I refer to this individual

who has made the purchase and his connections. I have nothing more to add, other than that I think the sale a sham, and that the vessel ought to be seized wherever found. She no doubt belongs to the confederates or their agents, Fraser, Trenholm & Co., as much so now as she did before the pretended sale.

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Mr. Seward.

No. 287.]

LEGATION OF THE UNITED STATES,
London, January 1, 1863.

SIR: Learning from the consul at Liverpool that the person reported as the purchaser of the Sumter is a man well known in that place as the agent of Messrs. Fraser, Trenholm & Co., I immediately addressed a note to Lord Russell on the subject, a copy of which I have the honor to transmit.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, December 30, 1862.

MY LORD: On the 19th of this month, I am informed by the consul of the United States at Gibraltar, that a public sale is said to have been made of the steamer Sumter, a vessel which had committed much depredation upon the commerce of the United States, and which had taken shelter in that port from pursuit by the national ships.

Having the strongest reason, from the known character and previous conduct of the alleged purchaser, to believe that this sale is effected solely for the purpose of rescuing the vessel from its present position, and of making use of her Majesty's flag to convert it to new purposes of hostilities to the United States, I must pray your lordship's attention to the necessity under which I am placed of asking the assistance of her Majesty's government to prevent any risk of damage to the United States from a fraudulent transaction in one of her ports; or, in default of it, of declining to recognize the validity of the transfer, should that vessel subsequently be found by the armed ships of the United States sailing on the high seas.

Renewing the assurances of my highest consideration, I have the honor to be, my lord, your most obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Mr. Adams to Mr. Seward.

No. 292.]

LEGATION OF THE UNITED STATES,
London, January 8, 1863.

SIR: In connection with the papers already transmitted with my dispatch No. 280, in relation to the position of the Sumter at Gibraltar, I have now to place in your hands a copy of Lord Russell's reply to my note to him of the 30th ultimo.

Having received further information from Liverpool as to the character of the purchaser of the Sumter, which tended to show still more clearly the nature of the whole transaction, and presuming that some attempt might be made to get off the vessel before the British government could be ready to act, on Saturday I decided upon sending a further telegraphic instruction to Mr. Sprague, a copy of which is also transmitted. I am very sensible of the responsibility I assume in hazarding a possible collision with Great Britain in this case. But as the British law is very strong on this point, the government can scarcely resist its application in this instance to the full extent, no matter what may have been our own practice. In point of fact, however, there is no inconsistency as to the latter, the suspicion of fraud being such as to vitiate the whole transaction.

I have the honor to be, sir, your obedient servant,
CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *January 1, 1863.*

SIR: I have the honor to acknowledge the receipt of your letter of the 30th ultimo, calling my attention to the circumstances attending the sale of the steamer Sumter at Gibraltar, and I have the honor to state to you, in reply, that the law officers of the Crown have already the case before them.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Mr. Sprague.

LONDON, *January 3, 1863.*

Klingender's name throws much suspicion on the sale. You must refuse to recognize it. And if the Sumter try to slip off under a British flag, Captain Bryson must stop and take her on the high seas if he can. He need not mind the twenty-four hour rule, if outside the jurisdiction.

CHARLES F. ADAMS,
United States Minister, London.

Mr. SPRAGUE, *United States Consul, Gibraltar.*

Mr. Sprague's reply to Mr. Adams.

SAN ROQUE, January 5, 1863.

Telegraph Saturday received. Have notified governor sale Sumter will not be recognized. Sumter quiet in port past week. Has ceased flying any flag.

SPRAGUE.

Mr. ADAMS, *American Minister, London.**Mr. Adams to Mr. Seward.*

No. 305.]

LEGATION OF THE UNITED STATES,
London, January 23, 1863.

SIR: I have the honor to transmit a copy of Lord Russell's note to me of the 15th instant, in reply to mine of the 30th ultimo, respecting the validity of the sale of the Sumter in the port of Gibraltar. I have since then sent a telegraphic direction to the consul at that port, a copy of which is also forwarded, as well as his answer received last evening.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
*Secretary of State.**Earl Russell to Mr. Adams.*

FOREIGN OFFICE, January 15, 1863.

SIR: With reference to my letter of the 1st instant, in which I acknowledged the receipt of your letter of the 30th ultimo, respecting the sale of the Sumter at Gibraltar, I have now the honor to inform you that her Majesty's naval and military officers at that port have received instructions not to give any protection to that vessel beyond the waters of Gibraltar; but it will of course be clearly understood that those instructions do not preclude the owners of the Sumter, if that vessel should be taken by United States cruisers, from appealing, according to the usage and practice of international law, to the prize court in the United States against the captors; nor will her Majesty's government be precluded from taking any course which may hereafter appear to them proper, if the Sumter, now assumed to be British property, should be hereafter condemned, or otherwise dealt with in any manner which might not be, in their judgment, warranted by international law.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

[Telegram.]

American Minister, London, to Mr. Sprague, American Consul, Gibraltar.

LONDON, January 19, 1863—12.30 p. m.

The Sumter should be captured if she goes out of the British waters on the high seas. If she have nominal British papers she must be sent home for adjudication as prize.

Please notify the naval commanders.

[Telegram.]

SAN ROQUE, *January 21, 1863—2.50 p. m.*Mr. ADAMS, *American Minister, London :*

Your telegram communicated to our commanders. Sumter coaling again and provisioning to-day.

SPRAGUE.

Mr. Adams to Mr. Seward.

No. 324.]

LEGATION OF THE UNITED STATES,
London, February 13, 1863.

SIR: I have received from Mr. Sprague, the consul at Gibraltar, a telegram announcing that the Sumter left the port of Gibraltar on the night of the 7th instant, in a very high wind, when it was impossible to communicate with the Chippewa. He reports her as bound westward.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 32.]

UNITED STATES CONSULATE,
Liverpool, February 17, 1863.

SIR: * * * * *

The steamer Sumter, now called the Gibraltar, is in the river, opposite Liverpool. She came here in command of Captain Hoare. I understand her object in coming is to repair, to put in new boilers, machines, &c. I have informed Mr. Adams and suggested the propriety of a protest on his part to this government against her repairing here. This vessel is held by M. G. Klingender, the man whom Fraser, Trenholm & Co. use, and belongs, in my opinion, as much to the southern confederacy as she did when commanded by Captain Semmes. The sale at Gibraltar was a mere sham to get her under the British flag.

* * * * *

I am, sir, very respectfully, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Mr. Seward.

No. 333.]

LEGATION OF THE UNITED STATES,
London, February 20, 1863.

SIR: Shortly after I received the intelligence of the arrival of the Sumter at Liverpool, I addressed a note to Lord Russell on the subject, a copy of which I have the honor to transmit herewith.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, February 16, 1863.

MY LORD: I have received information of the arrival of the steamer Sumter at Liverpool. Having already done myself the honor to suggest to your lordship the view taken by my government of the true nature of her position at Gibraltar after the event of the nominal transformation of her by a fictitious sale, I content myself with respectfully requesting your attention to the bearing on this case of her Majesty's proclamation limiting the stay of vessels of the respective parties to the present struggle in America within her Majesty's ports.

I pray your lordship to accept the assurances of the highest consideration with which I have the honor to be, my lord, your most obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 40.]

UNITED STATES CONSULATE,
Liverpool, February 28, 1863.

SIR: * * * * *

The steamer Sumter, now called the Gibraltar, has gone into Clayton's graving dock at Birkenhead, where she is undergoing repairs, &c.

* * * * *

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Mr. Seward.

No. 349.]

LEGATION OF THE UNITED STATES,
London, March 13, 1863.

SIR: The law officers of the Crown having consumed some weeks in meditating on my several notes to Lord Russell, of the 9th, the 16th, and the 19th of February, copies of which were submitted to you in my respective dispatches Nos. 322, 331, and 333, appear to have relapsed into their old theory of want of power to do anything at all to protect a friendly nation from the hostilities of British subjects, who knowingly violate the injunctions of the Queen's proclamation.

I now have the honor to transmit copies of notes from Lord Russell, all dated the 9th instant, respectively, in answer to mine already mentioned. I mention them all in one letter, because they differ only in

relation to the details, and all equally rest on the practical abnegation of will as well as of power to perform obvious international obligations.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM^CH. SEWARD,
Secretary of State.

[Dispatch No. 322, from Mr. Adams, is printed under "Enforcement of Neutrality," "General Subject," Vol. I, p. 562, and dispatch No. 331 of the 19th February, 1863, will be found under subdivision "The Alabama," *post.*]

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *March 9, 1863.*

SIR: I have the honor to inform you that her Majesty's government have had under their consideration, in communication with the proper law advisers of the Crown, your letter of 16th ultimo, stating that you had received information of the arrival of the steamer Sumter at Liverpool, and calling my attention to the bearing on this case of her Majesty's proclamation limiting the stay within British ports of vessels of war belonging to either of the belligerent parties.

I have now to inform you that her Majesty's government, in the present state of their information on the subject, are unable to assume, as you appear to do, that the ship lately called the Sumter has not been legally and *bona fide* sold to a British owner for commercial and peaceful purposes; and, unless it were established that the sale was merely fictitious, her Majesty's proclamation, to which you refer, cannot be deemed applicable to that vessel in the port of Liverpool.

I have the honor to be, with the highest consideration, sir, your most obedient servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

[For remaining inclosures see "Alabama" and "Enforcement of Neutrality," "General Subject," Vol. I, p. 578, and also under subdivision "The Alabama," *post.*]

Mr. Dudley to Mr. Seward.

[Extract.]

No. 44.]

UNITED STATES CONSULATE,
Liverpool, March 6, 1863.

SIR: * * * * *

The steamer Sumter, now called the Gibraltar, has finished her repairs and gone into the great float at Birkenhead. She is all ready for sea. A gentleman, who went over her yesterday, reports her in perfect order. She has no arms on board that he could perceive, but everything ready for them. I have from time to time reported everything about this vessel to Mr. Adams. I presume he has protested against her being repaired at this port. My informant was told by those on board the Sumter that she had sufficient provisions on her for a cruise.

I have but little doubt but what she will make her appearance again as a pirate.

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Mr. Seward.

[Extract.]

No. 352.]

LEGATION OF THE UNITED STATES,
London, March 19, 1863.

SIR: I have the honor to transmit copies of two notes which I had addressed to Lord Russell, in reply to two of his, dated on the 9th, copies of which were sent to you last week.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, March 14, 1863.

MY LORD: I have the honor to acknowledge the reception of your note of the 9th instant, in reply to mine of the 16th ultimo, respecting the case of the steamer Sumter. Your lordship apprises me that "her Majesty's government, in the present state of their information on the subject, are unable to assume" "that the ship lately called the Sumter has not been legally and *bona fide* sold to a British owner for commercial purposes," thereby leading me to infer that a sale, if so effected, would be regarded as valid by them, to change the property of a belligerent in a neutral port.

But I must ask pardon for calling your lordship's attention to the fact that such has not been the construction heretofore put upon the law by the courts of Great Britain when applied to belligerent vessels of their own enemies in neutral ports. In the learned work on international law, published not long since, by Mr. Robert Phillimore, the same eminent individual who has since been elevated to the position of a legal adviser of the Crown, I find it expressly affirmed that the purchase of ships of war belonging to enemies is held in the British courts to be invalid. And, further, that though the purchase of merchant ships be not illegal, it is liable to great suspicion, and requires to be established by the clearest proof. Furthermore, should the ship, after such transfer, "be employed under the management of a hostile proprietor, the sale will be deemed merely colorable and collusive."—(Commentaries on International Law, vol. 3, pp. 307-8.)

I think I have already furnished sufficient evidence to your lordship to show that the sale of this vessel is open to each and all of these ob-

jections, whether it be considered as a public or a private transaction. But her Majesty's government, in furnishing shelter for so long a period to the Sumter in the harbor of Gibraltar, as a ship of war of a belligerent, has determined the character of the vessel. I have reason to believe that during the whole of the late war with Russia, her Majesty's government steadily refused to recognize the transfer of any vessels of that nation in neutral ports. It does not, then, seem unreasonable if, on behalf of my government, I respectfully venture to enter a remonstrance against the readiness with which your lordship appears to recognize the validity of a transaction which the law not only presumes to carry fraud on its face, but the highest authority in Great Britain declares to be invalid altogether.

I pray your lordship to accept the assurances of the highest consideration with which I have the honor to be, my lord, your most obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

[For remaining inclosure see "Enforcement of Neutrality," "General Subject," Vol. I, p. 579.]

Mr. Dudley to Mr. Seward.

[Extract.]

No. 50.]

UNITED STATES CONSULATE,
Liverpool, March 20, 1863.

SIR:

On inclosure No. 2, find letter from Foreign Office to a Mr. Potter, of Manchester, about vessels building here. Also a slip from the Star about the Sumter and Southerner. The Sumter is repaired and ready to leave at any moment. Mr. Adams has been informed about her, and no doubt protested against her. The Southerner, I think, is intended as a privateer for the insurgents. I was disposed to get up evidence in this case, but was discouraged by Mr. Adams, she being out of my consulate.

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

[From the Daily Post, March 14, 1863.]

SHIP-BUILDING FOR THE CONFEDERATES.

The following letter from the Foreign Office has been received by Mr. Thomas B. Potter, of Manchester, president of the Union and Emancipation Society, respecting the building of war vessels for the confederates, similar to the Alabama:

"FOREIGN OFFICE, *March 11, 1863.*

"SIR: I am directed by Earl Russell to acknowledge the receipt of a copy, signed by you, of a resolution of the executive of the Union and

Emancipation Society of Manchester, dated the 3d instant, in which that society records its protest against the building and fitting out, in this country, of armed vessels for the government of the so-styled Confederate States, and calls upon Parliament and her Majesty's government to put an effectual end to such proceedings.

"I am in reply to request that you will call the attention of the society to the act of George III, cap. 69. It will be observed in that act that evidence on oath is required to enable proceedings to be taken against persons charged with contravening it.

"I am, sir, your obedient, humble servant,

" E. HAMMOND.

" THOMAS B. POTTER, Esq.,

" *President of the Union and Emancipation Society*
" *of Manchester, 51 Piccadilly, Manchester.*"

[From the London Star, March 18, 1863.]

CONFEDERATE WAR VESSELS.

The steamer Sumter, now called the Gibraltar, has been thoroughly repaired at the Birkenhead docks, and is now ready for sea. The screw steamer Southerner, intended for the confederate service, was launched last week at Stockton. The gunboat built by W. C. Miller & Sons, at Liverpool, for the confederates, was also launched last week.

Mr. Seward to Mr. Adams.

No. 523.]

DEPARTMENT OF STATE,

Washington, March 24, 1863.

SIR: It is possible that Mr. Dudley may have called your attention to the fact stated in the accompanying extract from a dispatch of his of the 3d instant, to this department, namely, that Klingender & Co., of Liverpool, notorious agents of the insurgents there, are also the reputed owners of the Sumter.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

[Dispatch from Mr. Dudley to Mr. Seward, No. 43, March 3, 1863, is printed under subdivision "The Alabama," *post.*]

Mr. Dudley to Mr. Seward.

[Extract.]

No. 58.]

UNITED STATES CONSULATE,

Liverpool, April 3, 1863.

SIR: * * * * *

The steamer Sumter, now called Gibraltar, has not yet sailed. My firm belief is, that she will go out to cruise as a privateer. Mr. Young tells me that all the crew of the Alabama, with the exception of two or

three men, have shipped for a cruise to last during the war. It is therefore not likely that the Sumter is taking these men out for the Alabama, as is alleged; it is much more probable that she is bound on a cruise herself. I have written to our consuls at Fayal and Funchal about her, and mentioned the steamers Japan, Phantom, and Southerner, and gunboat Alexandra.

With high regard, I am, sir, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Mr. Seward.

No. 368.]

LEGATION OF THE UNITED STATES,
London, April 9, 1863.

SIR:

The next subject of correspondence between us has been the case of the Sumter. It should be noted in this connection that no answer has been made to my note of the 16th of February, a copy of which was sent to you with my No. 333. But his lordship chose to begin as if *de novo* by a spontaneous assurance that that vessel had been closely watched, and that there seemed no reason to believe in any preparation for her early departure. A copy of his note of the 4th instant is subjoined to this dispatch, together with a copy of my reply on the 6th instant. I still remain of the opinion that Mr. Dudley's information is more accurate than his lordship's, and that that vessel is ready to go as soon as she can slip away.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *April 4, 1863.*

SIR: My attention having been drawn to a paragraph which appeared in the Daily News, of the 17th ultimo, in which, under the head of "Confederate War Vessels," is included the Sumter, now called the Gibraltar, as having been thoroughly repaired at Birkenhead, and being ready for sea, I deemed it advisable at once to request the proper authorities to cause particular attention to be paid to this vessel.

I have now the honor to acquaint you that it appears from a report which has been received from the collector of customs at Liverpool, and which has been communicated to me, by the lords commissioners of her Majesty's treasury, that, since the arrival of the Sumter at that port on the 13th of February last, she has been carefully watched by the custom-house officer, and that, although the vessel has received some repairs, nothing has taken place regarding her of a suspicious character.

The Sumter appears to be laid up in the upper part of the great float

at Birkenhead, and there seems to be no sign of her being at present intended for sea.

I have the honor to add that the authorities at Liverpool are instructed to continue to observe this vessel, and to report without delay any circumstances of an unusual character which may happen to take place with regard to her.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, April 6, 1863.

MY LORD: I have had the honor to receive your note of the 4th instant, in reference to a paragraph which appeared in the Daily News of the 17th ultimo, respecting the immediate preparation of the Sumter for departure from the port of Liverpool. I must confess that the information received by me from Liverpool from wholly independent sources had led me to believe the newspaper statement to be true. It is, however, with very great satisfaction I receive the contradiction of it from your lordship, as well as the assurance that the movements of that vessel are under the observation of her Majesty's government. I am the more led to indulge this that the notice appears to have been spontaneously furnished to me, with a degree of courtesy which I should be wanting in my duty if I were to fail properly to appreciate.

I pray your lordship to accept the assurances of the highest consideration with which I have the honor to be, my lord, your most obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Mr. Adams to Mr. Seward.

[Extract.]

No. 389.]

LEGATION OF THE UNITED STATES,
London, April 24, 1863.

SIR: Lord Russell has this week renewed the correspondence in respect to the Sumter. I transmit a copy of his note of the 20th instant.

I append a copy of my reply.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *April 20, 1863.*

SIR: There are several statements in your letter of the 14th of March respecting the sale of the Sumter, at Gibraltar, to a British owner, upon

which, if any advantage were likely to result from further discussion of the subject, I should feel it right to observe. But it appears to me sufficient to say, that you seem to have confounded, both in your reasoning upon the subject and in your reference to authority, the positions of a neutral and belligerent in regard to the sale of ships belonging to another belligerent, and to have forgotten, as in the instance of your reference to a statement in a passage on the law of prize, that no neutral state, such as Great Britain now is, administers prize law in favor of either belligerent.

The neutral and belligerent have distinct right in the matter; the neutral has a right to acquire such property offered to him for purchase; but the belligerent may, in the particular circumstances of the case, not recognize the transfer of such property as being that of his enemy, only parted with to the neutral in order to protect it from capture on the high seas. The prize court of the belligerent, when property so circumstanced is brought before it, decides whether the transfer is fair or fraudulent.

The British government, when neutral, is not bound to refuse to a British subject the right to acquire, by purchase, a vessel which a belligerent owner may desire to part with, but it would not deny the right of the adverse belligerent to ascertain, if such vessel were captured by its cruisers, whether the vessel had rightfully, according to the law of nations, come into the possession of the neutral; and if Great Britain were herself belligerent, she would not complain of a neutral government allowing one of its subjects to acquire, by purchase, a vessel which her adversary might desire to part with, though she would have the right of capturing such vessel on the high seas, and sending it before the prize court for judgment as to whether the vessel had rightfully, according to the law of nations, become the property of a neutral owner.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, April 22, 1863.

MY LORD: I have carefully re-examined the positions taken in my note of the 14th of March, to which your lordship refers in yours of the 20th instant, as I always do when called upon by any comments you are pleased to make to me. But I confess myself at a loss to see the force of your objections. I did not forget the fact that no neutral state administers prize law in favor of either belligerent. In the case of the Sumter, though I tried to explain the law in its fullest extent, as applied to all belligerent vessels, whether war ships or merchantmen, I called your lordship's particular attention to the fact that her Majesty's government had recognized the Sumter as a war ship of a belligerent, in the port of Gibraltar, and to the further fact that it had never recognized the transfer of such a vessel to a neutral as valid, either in the exposition of public law, as given by high authority in Great Britain, or in the practice of the nation when itself a belligerent. Hence it would appear as if Great Britain were now disposed to recognize the validity of an act of a belligerent toward herself, a neutral, which, as a belli-

gerent, she had always refused to acknowledge when attempted by any other neutral nation. I cannot permit myself to imagine that your lordship has really intended to place Great Britain in a position which seems, to my view, singularly at war as much with the first principles of justice as with the reciprocal obligations of international law.

I pray your lordship to accept the assurances of the highest consideration with which I have the honor to be, my lord, your most obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Mr. Seward to Mr. Adams.

No. 586.]

DEPARTMENT OF STATE,

Washington, May 7, 1863.

SIR: Your dispatch of April 24 (No. 389) has been received, together with its accompaniments, a renewed correspondence between Earl Russell and yourself concerning the case of the Sumter.

The positions you have maintained in your reply to his lordship are approved, and we cannot but hope that upon further consideration they will be conceded by her Majesty's government.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Mr. Seward.

No. 414.]

LEGATION OF THE UNITED STATES,

London, May 14, 1863.

SIR: I have the honor to transmit a copy of a note of Lord Russell to me of the 8th instant, in reply to mine of the 22d ultimo, which was sent to you with my No. 389, of the 24th of April, on the subject of the steamer Sumter. I presume this closes the correspondence.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,

Secretary of State.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, May 8, 1863.

SIR: It is not necessary or desirable to prolong the controversy with regard to the steamer Gibraltar, otherwise Sumter. I shall, therefore, merely observe, with reference to the letter which you did me the honor to address to me on the 22d ultimo, that I have not stated any intention on the part of her Majesty's government to deviate in this case from any acknowledged principles of international law, or from the exposition of those principles hitherto given in courts administering that law. On the contrary, it is the firm intention of her Majesty's government, both in the case of the Sumter and in every other case, to abide by those princi-

ples, which they have hitherto most scrupulously maintained during the whole course of the present war.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 81.]

UNITED STATES CONSULATE,
Liverpool, May 22, 1863.

SIR: * * * * *

In my last dispatch I mentioned that the steamer Sumter had taken in a fresh lot of coal. One of my men visited her yesterday. He found workmen calking her between the decks. The only officer on board at the time was an engineer, who told him she was to sail for Bermuda in a few days. From another source I learned she was preparing for sea. This morning she left her dock at Birkenhead, and has been towed over to the docks in Liverpool. There can be no doubt but what she intends sailing in a very short time; on what errand or in what character I have not as yet been able to learn; I think as a privateer. I cannot as yet obtain any evidence against her.

* * * * *

I am, sir, very respectfully, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

N. B.—The Sumter, now called the Gibraltar, has just entered at the customs to load for Callao by M. G. Klingender & Co. This Klingender is the pretended purchaser, and holds her either for the Frasers or the confederate government. I regard her as much in the service of the confederate government as when Captain Semmes commanded and she was burning our merchantmen. This entering her for Callao is merely a blind.

* * * * *

Mr. Dudley to Mr. Seward.

[Extract.]

No. 84.]

UNITED STATES CONSULATE,
Liverpool, May 29, 1863.

SIR: * * * * *

I understand that the steamer Sumter, now called the Gibraltar, will follow the Phantom in a day or two after. I think the Sumter will again turn pirate. The Sumter is taking in to-day a very large iron framework resembling a pivot-bridge. It is in pieces, and to be put together

after it arrives at some port. I am told Captain Read of the rebel navy is to command the Sumter.

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 86.]

UNITED STATES CONSULATE,
Liverpool, May 30, 1863.

SIR: The steamer Sumter, now called Gibraltar, is still here. In my dispatch of yesterday I mentioned she was taking in an iron framework, supposed to be a pivot-bridge. One of my men has just called to say he has been watching the arrivals of the teams from the Mersey Forge Company, where it has been manufactured, and he is of the opinion that it is a turret or tower for some vessel to be used for war purposes, or else for some fort. He is fully persuaded that it is for war purposes. If this vessel is not captured on her way out she should be closely watched and reported.

I am, sir, very respectfully, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

N. B.—Since writing the above, a gentleman whom I employed to visit the Sumter has called. He says this framework is intended for war purposes, and that he learned while there that two guns connected with this frame are to be placed on board to-night. They each weigh twenty-two tons. He could not learn whether they were to be mounted or stowed as cargo; most probably the latter. If she is taking them out for some other vessel or fortification, she will most likely go to some one of the West India Islands.

P. S.—From another and reliable source the above has all been confirmed, with the addition that the guns are rifled and throw shot weighing six hundred and twenty pounds, and are intended for the insurgents. The shot have been shipped in some vessel.

Mr. Dudley to Mr. Seward.

No. 89.]

UNITED STATES CONSULATE,
Liverpool, June 5, 1863.

SIR: In my last communication to the department I referred to the fact that the Mersey Steel and Forge Company were making the frame or parts of a frame for another iron-clad ram for the confederates. I beg leave to call your attention to a report received from a reliable person from the inside of these works, a copy of which I inclose, marked No. 1.

A part of this I think has gone on the steamer Sumter, which is still in the Mersey.

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

No. 1.

REPORT.

MERSEY STEEL AND IRON WORKS,
June 3, 1863.

About October, 1862, this company received an order from the British government to construct a quantity of "Battery Breasts." This work, although not yet completed, was abandoned about the 1st April last. Since that date, the company has been manufacturing the following articles for an iron ram, viz:

About forty plates, all made of the best iron, and under the hammer, instead of being rolled in the usual way. Each plate is fifteen feet long by fifteen inches broad, and two and one-fourth inches thick. This last would be sufficient to case the top of an iron ram, and they were sent out of the company's yard about the 20th of May last.

A bosh, or front part of a ram made of best iron, and under the hammer, weighing about twenty-six tons, was removed from Mr. Eastwood's hammer to be planed 2d June instant.

A keel, or large piece of iron to connect the screw of a ram, has also been made of best iron under Mr. Brooks's hammer. It weighs about eleven tons, and is now ready for planing. Four bolts, five feet long and twelve inches in diameter, were sent in a spring cart to have screws cut at J. Jack & Co.'s foundry, Great Howard street, about 26th May, and a few days after they were brought back, and again taken away from the Mersey Company's yard.

Two pieces of iron, made under the hammer, four and one-fourth feet long by two feet square, are now being made.

A quantity of knees for an iron ram, made under the hammer instead of being rolled, weighing about three thousand five hundred weight each, are now being made.

Shaft, a very large one for the engine of a screw steamer, and shaft, a ditto, for a paddle engine, are now being made.

A piston-rod, and four large size connecting rods of a ship-engine were sent out of the yard about the 22d May last, and two more similar connecting rods are now being made.

Four field guns, twenty-eight pounds each, covered with white lead and canvass, were sent away about 21st May.

Three breech-loading guns for a ship, twelve pounds each, will be ready to leave the yard about 4th or 5th June instant.

This company has made similar material to the before-named large pieces of iron for Messrs. J. Laird & Co., of Birkenhead, when the latter firm were constructing the Chinese war vessels, and the two rams now on the stocks, and these were always put on board a flat or derrick in Egerton dock, close below the Mersey Company's works. The company has fourteen carters, but the pieces of iron are chiefly taken from

the yard by Joseph Brooks, (driver of the spring-cart,) Thornton place, off Wellington road; Edward James, Thornton place, corner Holland street; Edward Amson, a court in Llewellyn street; John Mersey, address unknown.

About eighteen months ago this company, in order to complete an order for field pieces, shipped those from the carriages of the L. A. Volunteers, and subsequently replaced them with others.

The whole of this company's workmen believe that the different large pieces of iron, which have been made during the last two months, and are still in the course of being manufactured, are intended to be used in the construction of an iron ram for the Confederate States in some foreign port, and that they will be sent from Liverpool in a clandestine way by different ships.

Mr. Adams to Mr. Seward.

[Extracts.]

No. 425.]

LEGATION OF THE UNITED STATES,
London, June 5, 1863.

SIR: * * * * *

I now transmit copies of the notes and papers connected with the * * * Sumter, and likewise of such replies as I have received from Lord Russell.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Earl Russell.

[Extract.]

LEGATION OF THE UNITED STATES,
London, May 23, 1863.

MY LORD: * * * * *

At the same time, I seize the opportunity to mention that, from information received by the consul of the United States at Liverpool, I am led to the belief that preparations are actively in progress for the expediting of the Sumter from that port.

I pray your lordship, &c.,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Earl Russell to Mr. Adams.

[Extract.]

FOREIGN OFFICE, *May 23, 1863.*

SIR: I have the honor to acknowledge the receipt of your letter of this day's date, * * * stating that you have been informed that the Sumter is being equipped for sea, and I have lost no time in forwarding

copies of these papers to the proper departments of her Majesty's government.

I have the honor, &c.,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Earl Russell to Mr. Adams.

[Extract.]

FOREIGN OFFICE, May 30, 1863.

SIR: * * * * *

With reference to the Gibraltar or Sumter, which you say you are informed is being prepared for sea, I have the honor to state to you that the report from the surveyor as to that vessel agrees with the information which has reached you, so far as relates to her being preparing for sea. He, however, adds that all fittings for warlike purposes have been removed from her since she obtained her British registry, and that he has private information that it is not intended to refit her as a vessel of war.

I have the honor, &c.,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Earl Russell.

[Extract.]

LEGATION OF THE UNITED STATES,
London, May 30, 1863.

MY LORD: I have the honor to transmit copies of a letter from the consul of the United States at Liverpool. * * *

I pray, &c.,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Mr. Dudley to Mr. Adams.

[Extract.]

UNITED STATES CONSULATE,
Liverpool, May 28, 1863.

SIR: * * * * *

The steamer Sumter, now called the Gibraltar, I understand, is to sail Sunday or Monday next. I think this vessel will also prove to be a privateer.

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

Hon. CHARLES FRANCIS ADAMS,
United States Minister.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, June 3, 1863.

MY LORD: I have the honor to transmit copies of two depositions relating to the uses about to be made of the steamer Sumter, now called the Gibraltar. As I have already so fully explained the grounds of remonstrance against the course taken by her Majesty's government in recognizing the transformation of that vessel, I can now only express my regret that those representations should have met with so little success. I can only add, that from a knowledge of the views entertained by my government of this transaction, I feel it my duty, until further instructed, to continue to decline to recognize any change of the character of that vessel on the high seas.

I pray, &c., &c.,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Deposition of Moses Lansing.

To wit:

I, Moses Lansing, of Liverpool, in the county of Lancaster, in the United Kingdom of Great Britain and Ireland, hair-dresser, do solemnly and sincerely declare—

That I reside at No. 185 Great Howard street, in Liverpool, and, in the course of my business, come much in contact with seamen; that on Saturday evening last, the thirtieth instant, four seafaring men came to my shop on business, (to be shaved and have their hair cut,) and being acquainted with one of them, I entered into conversation with them, about where they were bound to. They informed me they were working on board the Gibraltar, formerly the Sumter; that they were going to sign articles to go into her for three years; that they were not going to sign at the Sailors' Home, but on board the ship; that they were going out about Wednesday next, and expected to sign on Tuesday; that the Gibraltar was to go to Nassau from Liverpool, and that she was to go from there as a privateer, but they did not know her destination.

And I make this solemn declaration, conscientiously believing the same to be true, and by virtue of an act, &c., &c.

MOSES LANSING.

Declared and subscribed at Liverpool, the 1st day of June, 1863, before me.

I. PEARSON,
A Commissioner, &c.

Deposition of John Markham.

BOROUGH OF LIVERPOOL, *to wit:*

I, John Markham, of Liverpool, in the county of Lancaster, in the United Kingdom of Great Britain and Ireland, master mariner, do solemnly and sincerely declare—

That I reside at No. 2, Pool Road, Egremont; that on Saturday eve-

ning last I was in company with Thomas Burton, assistant dock-master, or dock-gateman, at Clarence, half-tide-dock, and was told by him that the steamer Gibraltar had taken on board two very large guns on Friday last; that he had seen them, and that they weighed several tons.

And I make this solemn declaration, &c., &c.

JOHN MARKHAM.

Declared and subscribed, at Liverpool, the 1st day of June, 1863, before

I. PEARSON,
A Commissioner, &c.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *June 4, 1863.*

SIR: Your letter of yesterday, respecting the Gibraltar, or Sumter, was unfortunately not delivered at the Foreign Office till 8.50 p. m., some time after the business of the day was ended and the office closed.

I have at the earliest possible hour, this morning, communicated with the treasury and home department; and I have requested that orders may at once be sent by telegraph to the proper authorities to pay immediate attention to the circumstances set forth in your letter.

I have the honor to be, &c.,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 89.]

UNITED STATES CONSULATE,
Liverpool, June 10, 1863.

SIR: The Sumter is still here, but will no doubt leave in a few days. I learn that Captain Read, the same man who commanded the Bermuda when she was captured, is to command and take out the Sumter, or Gibraltar, as she is now called, and that it is his intention to run her into Charleston. He says he will run her in or else blow her up; that under no circumstances she shall fall into the hands of the United States. I now think this is her destination. The large guns that she is to take out in her, and referred to in my previous dispatches, are not yet on board; one of them is loaded on the carriage in the yard of the foundry where made. The guns each weigh about twenty-two tons. There are one hundred and fifty shot for these guns on board. The shot are about two feet long and fifteen inches in diameter, and each weigh five hundred three-quarters and four pounds. They are rifled shot, with four brass beads around them, and have a screw-hole in at each end. There are fifty shells in the yard intended for these same guns. Each gun has a crane attached, for lifting the shot in loading. The guns have carriages and everything complete. One of my men has learned that they are to be mounted at Charleston, but I do not regard his information as reliable. The guns, all agree, are to be put on the Sumter; that is, taken out on her. Considerable machinery has been placed on her-

since my last communication to the department. She will be loaded very deep by the time the additional shells and guns are on board.

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Dudley to Mr. Seward:

[Extract.]

UNITED STATES CONSULATE,
Liverpool, June 24, 1863.

SIR:

The Gibraltar is still here, apparently ready for sea. Having received information that she had received two large guns on board, I communicated it to the authorities through the officer appointed to look after her and other vessels, and to-day a customs officer has been sent to search her. I understand the customs refuse her a clearance, and that Klenger made an application to the government to ship two large guns on her, and was refused.

Very respectfully, I am, sir, your obedient servant,

THOMAS H. DUDLEY.

By H. S. WILDING,
Vice-Consul.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 102.]

UNITED STATES CONSULATE,
Liverpool, July 1, 1863.

SIR:

The steamer Sumter is still in port. She has taken on the two large guns referred to in previous dispatches. The collector refuses to clear the vessel until they are removed, and threatens to seize her if she sails without her clearance. Either the government or owners will have to give way. This looks as if the authorities were in earnest; at least so far as this vessel is concerned.

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

N. B.—My attention has just been called to a discussion in the House last night about the Sumter, now called the Gibraltar. It would seem that the government has given in, and that the vessel will sail with the guns on board.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 103.]

UNITED STATES CONSULATE,
Liverpool, July 3, 1863.

SIR: * * * *

The steamer Sumter, now called the Gibraltar, sailed this morning. As yet she has not cleared from the customs; will do so probably next week. She is one of the privileged class, and not held down like other vessels to strict rules and made to conform to regulations. She has on her a number of guns in cases, among them the two large Blakeley, weighing some twenty-two tons each, shot, shell, and other munitions of war, and machinery, which I think is intended to work the guns in the turrets of the iron-clads now building by the Messrs. Laird. I believe these guns are for these iron-clads.

I am, sir, very respectfully, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 104.]

UNITED STATES CONSULATE,
Liverpool, July 4, 1863.

SIR: * * * *

The clearance of the Sumter, called the Gibraltar, appears in the papers this morning for Nassau. I forgot to mention yesterday that she is commanded by a southerner by the name of E. C. Reid. M. G. Klingle's name figures as her consignee.

I am, sir, very respectfully, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Mr. Seward.

[Extract.]

No. 449.]

LEGATION OF THE UNITED STATES,
London, July 10, 1863.

SIR: * * * *

The Sumter has sailed at last, heavily laden with cannon and stores. It appears that the British government attempted, at first, to stop her, but desisted on the assurance that the heavy guns were only sent as freight. No answer whatever has been given to my representations of the law touching this case. The government which never acknowledges

the right of transfer of an armed belligerent vessel to a neutral when itself a party in the war, has quietly permitted the act to be done in her own ports, when herself a neutral. Of course she cannot venture to go further and reclaim her should she be captured anywhere on the ocean.

* * * * *

I have the honor to be, sir, your obedient servant,
CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

THE NASHVILLE.

Mr. Wells to Mr. Seward.

No. 10.]

UNITED STATES CONSULATE,
Bermuda, November 1, 1861.

SIR: I have to inform you that the steamer Nashville arrived here on the 30th ultimo. While she was on her way to the dock yard I called upon his excellency the governor and informed him of the character of the vessel, and the probable cause of her coming here, and asked him to order that no supplies should be granted to her. The governor desired me to make my application in writing, which I did, and the copies of my letters and his reply are herewith inclosed.

The Nashville left the dock yard yesterday afternoon, and is now lying in the port of St. George, and preparations are being made to supply her with five or six hundred tons of coal. With the ordinary facilities here, it will, I think, take five days to put this quantity on board, and as Sunday intervenes, it will probably be six days at least before she can get to sea. It is possible that the laborers here, who are now discussing the character of this vessel, may refuse to work, and in this event her stay here may be prolonged for several days beyond the time mentioned.

From information on which I think I can rely, the Nashville left Charleston on the night of the 26th ultimo, and is bound to Liverpool. A newspaper, the Charleston Mercury of the 26th ultimo, has been shown me, which came from her. Messrs. Slidell and Mason were to have taken passage by her; indeed, they had gone on board, but fearing detention on the bar, were transferred to a smaller steamer, which, it is supposed, conveyed them to one of the southern islands.

The Nashville appears to have no armament, only two small iron guns forward, and the commander stated at the custom-house that these were the only guns on board.

I shall hand to the master of the vessel who forwards this, and sails to-day, a letter addressed to the commander of any United States ship of war which he may chance to meet with on his passage to New York, stating that the Nashville is here, of the probable time she will be detained, and her supposed destination. The steamer from St. Thomas for Halifax is due here to-morrow, and I shall write the United States consul at Halifax, requesting him to telegraph to you the same information.

No vessel belonging to our navy has been signalled here since the departure of the Connecticut on the 21st ultimo.

All that it has been in my power to do to prevent the Nashville from obtaining a supply of coal here has been done. The person who has engaged to supply her has been deaf to my arguments and remonstrances, and I can only now fold my hands and hope and pray that one of our vessels of war may come here before her departure.

I am, sir, very respectfully, your most obedient servant,

F. B. WELLS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

An officer from the Nashville has stated that he saw the commander of the steamer Bermuda the day before they left Charleston, and that it was proposed to load the Bermuda with cotton, and dispatch her for Liverpool.

Mr. Wells to Governor Ord.

UNITED STATES CONSULATE,
St. George, October 30, 1861.

SIR: I have the honor to inform your excellency that an armed steam vessel, under the flag of the so-called Confederate States of America, arrived here this afternoon, and is now at anchor near her Majesty's naval yard.

This vessel has, I learn, called here to obtain a supply of coal, and as she has been sent out for the purpose of committing depredations on the commerce of the United States, I respectfully solicit that your excellency will be pleased to order that no supplies may be granted her here.

I have the honor to be, sir, your most obedient servant,

F. B. WELLS.

His Excellency Lieut. Col. HARRY ST. GEORGE ORD,
Governor, &c., &c., &c.

Mr. Wells to Governor Ord.

UNITED STATES CONSULATE,
St. George, October 31, 1861.

SIR: I have been informed this morning that the steam vessel, in reference to which I had the honor yesterday to address your excellency, is now on her way to this port, where arrangements have been made with John T. Fisher, esq., police magistrate of this town, to supply her with coal.

I have the honor to be, sir, your obedient servant,

F. B. WELLS.

His Excellency Lieut. Col. HARRY ST. GEORGE ORD,
Governor, &c., &c., &c.

Governor Ord to Mr. Wells.

MOUNT LANGTON, *October 31, 1861.*

SIR: I have the honor to acknowledge the receipt of your communication of the 30th instant, informing me that an armed steam vessel, bearing

the flag of the so-called Confederate States of America, has arrived here for the purpose of obtaining a supply of coal, and requesting me to order that no supplies may be granted to her; and, in reply, I beg to acquaint you that the officer commanding this vessel had made an application to be allowed to draw a supply of coals from the stores of her Majesty's dock yard, and has been informed that his request cannot be complied with.

I have also the honor to acknowledge the receipt of your letter of this day's date, stating that the vessel referred to is now on her way to the port of St. George, where arrangements have been made with J. T. Fisher, esq., to supply her with coals.

I have the honor to be, sir, your most obedient servant,
H. ST. GEORGE ORD,
Governor and Commander-in-Chief.

F. B. WELLS, Esq.,
United States Consul.

Mr. Wells to Mr. Seward.

No. 13.]

UNITED STATES CONSULATE,
Bermuda, November 8, 1861.

SIR: I had the honor to address you on the 1st instant relative to the steamer Nashville, which vessel left here at noon on the 5th instant.

I also forwarded to you a letter which I had received from the governor of the island concerning the Nashville. From that letter it might be inferred that the authorities here felt no disposition to extend assistance to that vessel. But it was well known to the governor and the superintendent of the dock yard that there was an ample supply of coal kept here by merchants; and the commander of the Nashville, when he made his application "to be allowed to draw a supply of coal from the stores of her Majesty's dock yard, and was informed that his request could not be complied with," was doubtless made aware of the fact that other sources of supply were open to him, and when such was the case that it was not the rule to grant stores from the dock yard.

But what would have been done, had there been no coal in the market, was soon made apparent. The Nashville commenced coaling Friday morning, and that day a telegraph was sent to the dock yard that the supply was probably insufficient, and a request was made for two hundred tons from the yard. That night a gunboat went from the yard to St. George, and the lieutenant in charge was seen to go on board the Nashville, and in a short time he returned to the yard. At this time the bark Oraville, of Rockland, Maine, was discharging coal in the yard, and on Friday evening the master of the Oraville was notified that the Nashville was coming there next morning to take two hundred tons of coal, and he was directed to remove his ship from the wharf and give place to the steamer as soon as she was seen on her way up. But the supply at St. George was found to be sufficient, and the steamer did not return to the yard.

When the collector of customs claimed the light dues for the Nashville, her commander objected to its payment, and on referring the matter to the governor, the collector was instructed to relinquish the claim, and "to extend the same courtesies to the Nashville that were due to any other vessel of war."

I passed across the wharf the morning the Nashville commenced coaling.

A large number of coal baskets were ranged there, filled, marked B. O., (Board of Ordnance,) and while I was observing them a man in the employ of the military storekeeper who had furnished the baskets came along, and with a pot of black paint effaced the letters. The military storekeeper would probably not have felt it incumbent on him to keep up appearances by disrating or putting his baskets out of office if he had been informed of the governor's instructions respecting the coal.

Unusual courtesies were extended by the officers of the garrison to the officers of the Nashville, and all the circumstances attending the visit of that vessel here show that she was almost universally regarded with friendly feelings.

The Nashville took about five hundred tons of coal. Her commander purchased another lot, about four hundred tons, all there is now for sale, and directed it to be furnished to any other "confederate" vessel that might come here. When the Fingal came in (the arrival of that vessel and apparently intended voyage was communicated to you on the 3d instant) he permitted her to be supplied from that stock.

The officers of the Nashville and the passengers of the Fingal were almost constantly together, and the mate of the Fingal and several of her passengers have been recognized here as formerly residents of Savannah. A large quantity of crushed sugar, coffee, flannel, and blankets was purchased for the Fingal, and she left here yesterday afternoon, reporting to be bound to Jamaica, via Nassau, N. P. She is an iron vessel, hails from Glasgow, is a propeller, rigged as a topsail schooner, is about five hundred tons burden, and drew eleven feet nine inches when she went to sea.

The Nashville brought here two Charleston pilots. One of these men was transferred to the Fingal and left here in that vessel.

I am, sir, very respectfully, your most obedient servant,
F. B. WELLS.

HON. WILLIAM H. SEWARD,
Secretary of State.

[From British Blue Book, "North America," No. 6, 1862, p. 1.]

No. 1.

The Secretary to the Admiralty to Mr. Hammond.

ADMIRALTY, November 21, 1861.

SIR: I am commanded by my lords commissioners of the admiralty to send to you herewith, for the information of her Majesty's secretary of state for foreign affairs, copies of telegrams which have passed this morning between the admiralty and Captain Patey, the superintendent of packets at Southampton, relative to the steamer Nashville, belonging to the so-styled Confederate States of America. My lords desire to be informed what orders, if any, should be given.

I am, &c.,

W. G. ROMAINE.

[Inclosure.]

Telegrams which have passed between the Admiralty and Captain Patey, November 21, 1861.

No. 1. From Captain Patey.—Confederate war-steamer Nashville, of two guns and eighty men, just arrived from Bermuda. She is com-

manded by Captain Peagram, and two days since captured and burned at sea a Havre United States packet ship, and now has the crew on board, thirty in number.

No. 2. From Captain Patey.—Understand that captain of confederate vessel is very anxious respecting southern commissioners, and also whether there is any objection to his landing, and his vessel receiving supplies.

No. 3. From Admiralty.—Are southern commissioners on board ?

No. 4. From Captain Patey.—No.

No. 5. From Captain Patey.—Has on board Colonel Peyton, commissioner of North Carolina. Captain informs me southern commissioners are coming by next West India packet.

Mr. Adams to Mr. Seward.

No. 76.]

LEGATION OF THE UNITED STATES,
London, November 22, 1861.

SIR: At about one o'clock yesterday, being the 21st of November, I received a telegraphic communication from Captain Britton, the consul of the United States at Southampton, announcing the painful intelligence of the arrival at that port of the steamer Nashville, which had run the blockade at Charleston, and had brought in the captain, twenty-seven seamen, and one passenger of the United States merchant ship Harvey Birch, which it had forcibly seized on the high seas whilst on her voyage from Havre to New York, and had set on fire and burned. I immediately sent a direction to Captain Britton, carefully to collect all the facts in connection with the affair, and to transmit them to me at as early a moment as practicable. At about five o'clock in the afternoon I received a visit from Captain Nelson, the master of the Harvey Birch, who had been sent up from Southampton to see me and to communicate such information as he possessed. So important did the substance of it appear that I requested him to perpetuate his testimony, in the form of a deposition regularly taken by Mr. Morse, the consul at London, in order that I might make it the basis of a formal application to the British government for its intervention.

So great has been the delay in preparing the paper, which has not yet come to hand, that I find I shall not be able to mature all the necessary documents in season for the dispatch bag which goes to Liverpool in about an hour from this time. I will, however, endeavor to get all the papers copied to go in the general mail to Queenstown to-morrow night.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Britton to Mr. Seward.

UNITED STATES CONSULATE,
Southampton, November 22, 1861.

SIR: I take the first opportunity to inform you of the arrival in Southampton docks of the rebel steamship Nashville, having on board the

officers and crew of the late New York ship Harvey Birch, which ship the rebels first plundered and afterward totally destroyed by fire. They brought the crew here in irons, but on arrival turned them on shore. I forwarded full particulars to his excellency Charles F. Adams, United States minister in London. It remains to be seen what course her Britannic Majesty's government will take under the circumstances. I may further add that the rebel steamer requires considerable repairs.

I have the honor to remain, sir, your very obedient servant,
JOHN BRITTON,
United States Consul.

HON. WILLIAM H. SEWARD,
Secretary of State.

[From British Blue Book, "North America," No. 6, 1862, p. 1.]

No. 2.

*Mr. Hammond to the Secretary to the Admiralty.**

FOREIGN OFFICE, November 22, 1861.

SIR: With reference to your letter of yesterday's date, reporting the arrival at Southampton of the steamer Nashville, in the service of the so-styled Confederate States of North America, I am directed by Earl Russell to request that you will move the lords commissioners of the admiralty to give directions that the Nashville shall not be allowed to equip herself more completely as a vessel of war, or to take in guns or munitions of war.

I am, &c.,

E. HAMMOND.

[From British Blue Book, "North America," No. 6, 1862, p. 2.]

No. 3.

The Secretary to the Admiralty to Mr. Hammond.

ADMIRALTY, November 22, 1861.

SIR: With reference to my letter of the 21st instant, I am commanded by my lords commissioners of the admiralty to send you herewith, for the information of Earl Russell, a copy of a letter from Captain Patey dated the 21st instant, and of two telegrams received last night and this morning from that officer, giving further information respecting the confederate steamer Nashville.

I am, &c.,

W. G. ROMAINE.

[Inclosure No. 1.]

Captain Patey to the Secretary to the Admiralty.

SOUTHAMPTON, November 21, 1861.

SIR: I have the honor to inform you, for the information of the lords commissioners of the admiralty, that the confederate American steam

* A similar letter was addressed to the Home Office.

(paddle) vessel Nashville, Lieutenant Peagram commanding, arrived at this port at 8.30 a. m. to-day.

2. This vessel is armed with two six-pounder rifled guns, and has a crew of eighty men. She was purchased for the express purpose of bringing two southern commissioners to England; who did not, however, embark in her at Charleston, as originally intended, in consequence of the northern blockade of that port, and the fear that she drew too much water for readily crossing the bar with certainty.

3. The two commissioners subsequently, with their families, proceeded to the Havana by some other route; and I am informed by the commander of the Nashville that they will come to England by the West India packet due here on the 28th instant.

4. Colonel Peyton, a commissioner of North Carolina, and his wife, are on board the Nashville, and intend proceeding immediately to London.

5. I beg further to report that the Nashville appears to have passed through, on the night of the 26th ultimo, the American federal ships blockading Charleston, and proceeded to Bermuda, from whence she sailed on the 5th instant.

6. At 10 a. m. of the 19th instant, in latitude 49° 6' north, and longitude 9° 59' west, she fell in with the American sailing ship Harvey Birch, of 1,500 tons, with a crew of twenty-nine officers and men, from Havre, in ballast, bound to New York. The master and crew of the Harvey Birch were ordered on board the Nashville with what effects they could collect, and their ship was then set on fire, and at 1 p. m., the Harvey Birch being in a complete blaze, the Nashville left her.

7. Twenty-five of the crew of the Harvey Birch were placed in irons, the master and three officers being allowed their parole on pledging themselves not to create any revolt. The officers and crew of the Harvey Birch have now been liberated, and landed at this port.

8. The Nashville came into the docks this morning, and, having encountered very heavy weather on her passage from Bermuda, it is the intention she should be placed in dry dock, and undergo calking and other repairs.

I am, &c.,

CHAS. E. PATEY.

[Inclosure No. 2.]

Telegrams addressed by Captain Patey to the Secretary to the Admiralty.

No. 1. November 21, 9.42 p. m., Southampton.—Head officer of customs is unable to afford the desired information, but captain informs me he has a commission from the confederate government, and that the ship is a man-of-war.

No. 2. November 22, 11 a. m., Southampton.—Confederate American is commissioned as a regular man-of-war. Captain in London. My Secretary goes to town by next train with particulars.

Mr. Adams to Mr. Seward.

[Extract.]

No. 77.]

LEGATION OF THE UNITED STATES,
London, November 23, 1861.

SIR: I seize the opportunity of the departure of Judge Goodrich to send by him the papers which I had intended to commit to the general

mail. These consist of a copy of a note of yesterday's date, addressed by me to Lord Russell, on the subject of the outrage committed by the Nashville, and a copy of the deposition of Captain Nelson, which accompanies it. It is matter of regret that some vessel cannot be spared to be present on this side to deter adventurers from the commission of such wanton acts; but unless it comes commanded by thoroughly good officers, it were far better to be without any. At present the indignation among the American marine now here is general, and I doubt not when this news arrives in America it will spread far and wide over the seaboard. In my opinion, this is the greatest mistake the insurgents have yet committed. The owner of the destroyed vessel has heretofore been, as I am told, one of their best friends, and is himself a large slave owner in Texas.

After consultation with Mr. Morse, I concluded to advise Captain Nelson to consult counsel on the expediency of taking measures to recover his property retained by the master of the Nashville, and thus endeavor to bring the question of his authority before the courts. I have reason to believe that steps are to be taken to-day in that direction. I presume that it will be necessary to assume whatever expense may be incurred in this process.

* * * * *

I have the honor to be, sir, your obedient servant,
CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

—

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, November 22, 1861.

The undersigned, envoy extraordinary and minister plenipotentiary of the United States, has the honor to transmit to the right honorable Earl Russell, her Majesty's principal secretary of state for foreign affairs, the accompanying papers received from Mr. Freeman H. Morse, consul of the United States at London, respecting the wanton capture and destruction by fire of an American merchant vessel, the Harvey Birch, of New York, on the high seas, by the order of the master of an armed steamer called the Nashville, which has now sought for protection by putting into the port of Southampton, within the jurisdiction of her Majesty's realm.

It would appear from the statement contained in these papers, if they be in accordance with fact, that the vessel which committed this aggression was not equipped under a commission as a ship of war, nor even with the pretence of a letter of marque, but that she was sent from Charleston, in South Carolina, by persons in armed resistance to the government of the United States, to Great Britain, on a special mission, and with the avowed design that she should be refitted in her ports and made a formidable vessel of war; and further, that the officers who came in her should be put in command of two other ships, alleged to be now fitting out in the ports of Great Britain for a similar purpose, to wit: all to be used in carrying on a war against a friendly power—the United States.

The act of willfully burning a private merchant ship, whilst pursuing its way quietly to its destination in its own country, seems in itself

little to harmonize with the general sentiment among civilized and commercial nations, even when it is committed under the authority of a recognized belligerent; but when voluntarily undertaken by individuals, not vested with the powers generally acknowledged to be necessary to justify aggressive warfare, it approximates too closely within the definition of piracy to receive the smallest countenance from any Christian people. The undersigned cannot permit himself to doubt that her Majesty's government, which has voluntarily renounced the authority to wage private war at sea, would not fail to visit with its utmost indignation any attempt to seek shelter under its jurisdiction from the consequences of indulging a purely partisan malice in unauthorized acts of violence on the ocean.

The purpose of the undersigned, in presenting these papers to the consideration of Lord Russell, is to request that her Majesty's government will cause an inquiry to be made into the circumstances attending this extraordinary proceeding, and will adopt such measures as the case, upon investigation, may seem to demand. This inquiry may be solicited to the ascertainment of two classes of facts. The first, as to the authority possessed by this vessel to commit so aggressive an act on the citizens of a friendly power, and then to claim a refuge and recognition in the harbors of Great Britain. The second, in case the nature of that authority be deemed sufficient, at least in the view of her Majesty's government, as to the purposes for which the ship is alleged to have come across the ocean, to wit: the making more effective preparation in the ports of Great Britain for carrying on a war against the people of a friendly nation. In the former case the question will arise whether the vessel be or be not subject to due process of law as a common disturber of the peace of the world; in the second, whether a recognized belligerent shall or shall not be permitted with impunity to violate the terms of her Majesty's proclamation forbidding the fitting out within the ports of Great Britain of any armament intended to be used against a nation with which she is at peace.

The undersigned is compelled, with great reluctance, to call the attention of Lord Russell to the fact that, for a period of many months, large steamers have been built, equipped, and dispatched from her Majesty's ports by persons ill-disposed to the government of the United States, with the intent to supply those who are in arms to overthrow it with further materials to attain their object. On the 15th of August last the undersigned had the honor to address a note to his lordship, pointing out the case of the steamer Bermuda, laden with a great amount of contraband of war, then about to depart from a port of Great Britain. That steamer is known, subsequently, to have made its way into the harbor of Savannah, in the State of Georgia, a port held by the insurgents against the government of the United States. To that application the undersigned had the honor to receive for answer from his lordship that there was no evidence in the hands of her Majesty's government sufficient to establish the intent of a wrongful voyage, and therefore that the parties who might afterward engage in it only deprived themselves of all protection from the consequences to them that might attend its ultimate prosecution. Not insensible to the force of this reasoning upon a technical construction of the terms of her Majesty's proclamation, and the statute to which it referred, the undersigned has desisted from making further representations in several subsequent cases of a similar kind which have heretofore come within his knowledge, and are even now under his observation. Neither is it at
-1 within his present purpose to enter into any complaint of her Majes-

ty's government for this course. Much regret as he entertains at the annoyance and consequent irritation naturally excited among the citizens of his country by the observation of what may be made to appear to be hostile acts, though undoubtedly not so intended, he is too well aware of the difficulties inherent in the operations of every free government not to be ready to make large allowance for the skill which evil-disposed persons may use to evade the provisions of the most stringent law. But the case now presented is one of a kind somewhat different from all the preceding ones. It seems to involve the necessity on the part of her Majesty's government either of recognizing a belligerent, or of denouncing a wrong-doer. And, in the acceptance of the former alternative, it presents to their notice a responsible party as the directing force to proceeding which can have no assignable motive other than that of prosecuting, under the protection they afford, the hostilities already unequivocally commenced against the citizens of a power long in friendly relations with them. If it should be the result of the investigation solicited to prove any or all of these allegations, the undersigned has not the disposition to entertain a single doubt of the desire of her Majesty's government to meet every expectation that can reasonably be formed of their ultimate determination.

In conclusion, the undersigned may be permitted to remark, that the request he has made on behalf of his government is no more than that government has heretofore shown itself willing in similar cases to grant. When her Majesty's minister at Washington called upon the authorities of the United States, in the year 1855, to institute an investigation into certain proceedings in the equipment of the bark Maury in the harbor of New York, suspected to be intended as a privateer during the war that was then going on, they lost no time in instituting a thorough examination of the vessel and all the attending circumstances, which ended in establishing to the satisfaction of all persons, including her Majesty's officers, though not without great loss and damage to the innocent owners, that no such violation of the laws of neutrality had been intended.

Earnestly desirous of preserving intact the friendly relations which have continued to prevail for so long a time between the two countries, it is due to her Majesty's government that the undersigned should apprise Lord Russell that the present application is necessarily made without instructions from his government, and therefore remains subject to their confirmation.

The undersigned desires to renew to Earl Russell the assurances of the highest consideration with which he has the honor to be his lordship's most obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Deposition of Captain Nelson.

I, William Henry Nelson, of the city of New York, in the United States of America, master mariner, do solemnly, sincerely and truly swear that I sailed from the said city of New York on the 20th day of September last, as master of and in the ship Harvey Birch, of New York, a ship owned and registered in New York in conformity with the laws of the United States, bound for the port of Havre de Grace, in France, with a cargo consisting of wheat. About the ninth day of October I

arrived at Havre, and having discharged the cargo of my ship and ballasted her, I sailed in her again for the port of New York on the 16th day of November, first having received the register, crew list, articles and all papers belonging to the ship, in proper form from the United States consul there. On the morning of Tuesday, the 19th instant, the ship then being in about latitude $49^{\circ} 06' N.$, longitude $9^{\circ} 52' W.$, a steamer was made out, bearing for the Harvey Birch, which, on getting nearer, was found to be an armed vessel, and hoisted at the peak the flag of the so-called Confederate States, and when within hailing distance a person on board, who I learned was the captain, hailed my ship, saying "Haul down your colors and heave the ship to"—the ensign of the United States being at this time flying at the peak of my vessel; this order was complied with, and I then received the order "Lower your boat and come on board," which I also complied with, taking my ship's papers with me. After arriving on board the steamer I was introduced by the first lieutenant, by name Foutleroy, to Captain Pegram, as commander of the Confederate States steamer Nashville, to whom I produced all the papers of my ship for examination, to show that I was engaged in legal trade. Captain Pegram took the ship's papers—he did not return them, and still holds them—and then told me that he should hold me a prisoner of war, by authority of the Confederate States. He then told me I might go on board my ship, and I was ordered to send my crew on board the steamer as quickly as possible. I returned to my ship, and at once made preparations to leave her, but orders were repeatedly given from the steamer to hurry up, and sufficient time was not given to enable either myself or my crew to get our effects out of the ship.

The second lieutenant with other officers came on board the ship and took charge of her, and orders were given to seize fresh stores, &c., and in consequence thereof all the fresh meat, poultry, pigs, eggs and butter, were taken out and put on board the steamer, and especially it was ordered that all the oil, tea, coffee and sugar should be put on board the steamer, which was done. When all this had been accomplished, the crew left the ship by order of the second lieutenant, I being last on board, leaving the second lieutenant and his boat's crew in charge of the ship. After arriving on board the steamer we saw that the Harvey Birch was in flames, and the second lieutenant returned on board the steamer with his boat, which was secured, but the ship's quarter boats, which had been used in communicating, were cast adrift. Captain Pegram now said, "Now, as it is all over, we will give her a gun," or words to that effect, and a gun was discharged at the ship, but without apparently hitting her. The steamer then was put on an easterly course, the crew of the ship having previously been put in irons. I, with my officers, was summoned to the captain's cabin, and there signed, at the request of the captain, a document stating that we would not take up arms against them while in their custody, he having said that I and my officers should have our liberty on board when we had signed it. I was frequently told that an oath would be exacted of us, "not to take up arms against the Confederate States," before I could be liberated, but I was liberated without any such being taken.

The steamer steamed up the English channel, and arrived at Southampton at about 8 a. m. on the 21st instant, and came to anchor in the river. Captain Pegram then told me that I and my crew were at liberty and might go ashore, but he refused to put us ashore, and I therefore employed a steam-tug at my own expense, and landed my crew in Southampton docks between 9 and 10 a. m., and they were taken charge of by the United States consul there. Repeatedly, while on board the steamer,

in conversation with the officers, I was told that she was not fitted out as a vessel of war; that she was on a special mission to England, but naval officers were in command of her. I was told by one of the crew that the crew originally signed articles at Charleston, South Carolina, to go to Liverpool, but that before sailing the officers were all changed, and new articles were brought on board, which the crew were compelled to sign by threats of force. I was also informed that the crew was composed of English and Irish; and Colonel Peyton, a person who came from Charleston in her, informed me that her officers were coming here to alter the vessel, and to have her converted into a man-of-war, and to take command of two other vessels now fitting out in Great Britain as men-of-war.

The chronometer and barometer belonging to the Harvey Birch were taken by Captain Pegram, who refuses to deliver them up. The Harvey Birch was a ship six years old, and of fourteen hundred and eighty-two tons register. Before we lost sight of the ship her masts had gone over the side, and her hull was burnt to the water's edge.

W. H. NELSON.

Sworn before me, in the consulate of the United States at London, this 22d day of November, 1861.

[SEAL.]

F. H. MORSE,
Consul of the United States of America, London.

Mr. Morse to Mr. Seward.

[Extract.]

No. 38.] CONSULATE OF THE UNITED STATES OF AMERICA,
London, November 23, 1861.

SIR: The leading event of the current week has been the appearance of the corsair Nashville, from Charleston, in European waters, and her wanton and malicious destruction of an American ship by burning, about seventy-five miles west of Cape Clear, off the southern coast of Ireland, and her bold entrance into a British port for coal and repairs the day following the committal of the barbarous act. It has, as a matter of course, created much comment and no little excitement here.

So far as I can learn and judge, the public voice here is very strong and outspoken in condemning and denouncing the act as malicious and piratical. It has taken the English people by surprise, and is doing much to enlighten them as to the character of the enemy with whom we are dealing.

By the advice of Dr. Deane and Sir Hugh Cairns, an officer was sent to Southampton to-day to demand of the pirate captain the chronometer and the barometer of the burnt ship Harvey Birch, which he took and refused to return to Captain Nelson. This, we hope, will force the commander of the Nashville to show whether his vessel is a pirate or a licensed buccaneer, and also bring before the government here some other interesting questions.

I have the honor to be, &c., &c.,

F. H. MORSE, *Consul.*

Hon. WILLIAM H. SEWARD,
Secretary of State.

[From British Blue Book, "North America," No. 6, 1862, pp. 6-8.]

No. 6.

The Secretary to the Admiralty to Mr. Hammond.

ADMIRALTY, November 23, 1861.

SIR: I am commanded by my lords commissioners of the Admiralty to send you herewith, for the information of her Majesty's secretary of state for foreign affairs, a copy of a memorandum, and of its inclosures, received yesterday from the secretary of Captain Patey, giving further information relative to the Nashville steam vessel belonging to the so-called Confederate States of America.

I am, &c.,

W. G. ROMAINE.

[Inclosure No. 1.]

Memorandum by Mr. Messum, Secretary to Captain Patey.

[Extract.]

Inclosed are—

1. A copy of the articles under which the crew of the Nashville have been entered.
2. A copy of the commission of Lieutenant Fauntleroy, appointing him to Confederate States navy.
3. A copy of the order under which Lieutenant Bennett is detached for duty on board Nashville.

[Inclosure No. 2.]

Copy of articles signed by the crew of the Confederate States vessel of war Nashville.

Signing articles for the navy of the Confederate States of America with Lieutenant Commander Robert B. Peagram, Confederate States navy.

We, the undersigned, do agree to ship in the navy of the Confederate States of America for one year, unless sooner discharged, in such capacity, and for such pay, as is below affixed to our respective names, subject to all the laws and regulations for the government of the said navy of the Confederate States of America.

[List of crew omitted.]

[Inclosure No. 3.]

Commission to Charles M. Fauntleroy, from the president of the Confederate States of America.

The president of the Confederate States of America, to all who shall see these presents, greeting:

Know ye that, reposing special trust and confidence in the patriotism, valor, fidelity, and abilities of Charles M. Fauntleroy, I do appoint him

a lieutenant in the navy of the Confederate States, to rank as such from the 10th of June, A. D. 1861.

He is, therefore, carefully and diligently to discharge the duty of lieutenant by doing and performing all manner of things thereunto belonging; and I do strictly charge all officers and others under his command to be obedient to his orders as lieutenant.

And he is to observe and follow such orders and directions as from time to time he shall receive from me, or the future president of the Confederate States of America, or the superior officers set over him, according to the rank and discipline of war.

Given under my hand at the city of Richmond, this 27th September, in the year of our Lord 1861.

JEFFERSON DAVIS.

By the President:

S. R. MALLORY,
Secretary of the Navy.

[Inclosure No. 4.]

Captain Buchanan to Lieutenant Bennett, C. S. N.

CONFEDERATE STATES OFFICE OF ORDERS AND DETAIL,
Navy Department, Richmond, September 19, 1861.

SIR: You are hereby detached from the Confederate States army, and you will proceed to Charleston, South Carolina, and report to Captain D. N. Ingraham, on the 23d, for duty.

I am, &c.,

FRANK BUCHANAN,
Captain in charge.

By command of the Secretary of the Navy.

Report to Lieutenant Commanding A. B. Peagram, for duty on board the Nashville.

D. N. INGRAHAM.

Similar orders issued to each of the officers appointed to the Nashville.

[From British Blue Book, "North America," No. 6, 1862, p. 8.]

No. 7.

Messrs. Oliverson, Lavie, and Peachey to Earl Russell.

8 FREDERICK'S PLACE, OLD JEWRY,
November 25, 1861.

MY LORD: We have the honor to apply to you on behalf of Captain Nelson, late commander of the American vessel Harvey Birch, and on behalf of her owners, on the subject of their claim against the captain of the Nashville, the American vessel now in the Southampton docks, who recently destroyed the Harvey Birch under circumstances which will be known to your lordship.

The Nashville has now on board her certain property belonging to the owners of the destroyed vessel, and, acting under counsel's advice, an

application has been this morning made to the magistrates at Southampton to issue a summons or warrant for service upon Captain Peagram of the Nashville, calling upon him, by production of the authority under which he acts, or otherwise, to show cause why he should not deliver up to Captain Nelson the property belonging to his owners which he withholds.

The magistrates at Southampton are desirous of having the authority of your lordship before they issue the summons or warrant applied for, and we beg, therefore, to request your lordship to be pleased at once to give the necessary directions for the purpose.

We have, &c.,

OLIVERSON, LAVIE, & PEACHEY.

[From British Blue Book, "North America," No. 6, 1862, pp. 8-9.]

No. 8.

Mr. Clive to Mr. Hammond.

WHITEHALL, November 25, 1861.

SIR: I have laid before Secretary Sir George Grey your letter of the 22d instant, relative to the steamer Nashville, in the service of the so-styled Confederate States of North America, which has arrived in the port of Southampton; and I am to transmit to you, for the information of Earl Russell, copies of the letters which have been addressed to the commissioners of customs and the mayor of Southampton on the subject.

I am, &c.,

G. CLIVE.

[Inclosure No. 1.]

Mr. Clive to the commissioners of customs, Southampton.

WHITEHALL, November 23, 1861.

GENTLEMEN: It having been stated that the steamer Nashville, in the service of the so-styled Confederate States of North America, which has arrived at Southampton, has come there for the purpose of being more completely equipped as a vessel of war, I am directed by Secretary Sir G. Grey to call your attention to the statement, in order that if an attempt should be made so to equip the Nashville, or to take in guns or munitions of war, you may proceed as required by the act 59 Geo. III, cap. 69, and her Majesty's proclamation of the 13th of May, 1861.

I am, &c.,

G. CLIVE.

[Inclosure No. 2.]

Mr. Clive to the Mayor of Southampton.

WHITEHALL, November 23, 1861.

SIR: The attention of her Majesty's government having been called to a statement in the daily papers that the steamer Nashville, in the service

of the so-styled Confederate States of North America, has put into the port of Southampton for the purpose of being fitted as a vessel of war, I am directed by Secretary Sir George Grey to refer you to the foreign enlistment act, 59 Geo. III, cap. 69, and to her Majesty's proclamation of the 13th May, 1861, and to request that you will immediately report to him any facts which may tend to show for what purpose the Nashville has put into the port of Southampton.

I am, &c.,

G. CLIVE.

Mr. Wilson to Mr. Seward.

LEGATION OF THE UNITED STATES,
London, November 27, 1861.

SIR: I am directed by Mr. Adams to transmit the inclosed copy of the reply of Earl Russell to his communication to him of the 22d instant, concerning the rebel steamer Nashville, and to state that nothing further upon the subject has as yet been received from the foreign office.

I have the honor to be, sir, respectfully, your obedient servant,
CHARLES L. WILSON,
Secretary of Legation.

HON. WILLIAM H. SEWARD,
Secretary of State.

Earl Russell to Mr. Adams:

FOREIGN OFFICE, *November 23, 1861.*

Lord Russell presents his compliments to Mr. Adams, and begs leave to acquaint him that his letter and the inclosure shall receive the immediate attention of her Majesty's government.

Lord Russell has already given directions that no infringement of the foreign enlistment act shall be permitted in regard to the Nashville.

[From British Blue Book, "North America," No. 6, 1862, p. 9.]

No. 9.

Mr. Layard to Messrs. Oliverson, Lavie, and Peachey.

FOREIGN OFFICE, *November 27, 1861.*

GENTLEMEN: I am directed by Earl Russell to acknowledge the receipt of your letter of the 25th instant, in which, as attorneys for Captain Nelson, the commander of the American vessel Harvey Birch, you request that his lordship will authorize the magistrates at Southampton to issue a warrant or summons for service upon Captain Peagram, commanding the ship of war Nashville, under the flag of the so-styled Confederate States, calling upon him, by production of the authority under which he acts, to show cause why he should not deliver up to Captain Nelson the property belonging to his owners, which is alleged to be detained on board the Nashville.

Lord Russell directs me to inform you, in reply, that he has no jurisdiction or power to give authority to the magistrates either to issue any summons or warrant, or to do, or abstain from doing, anything in relation to the matter in question, and that his lordship must accordingly decline to interfere therein.

I am, &c.,

A. H. LAYARD.

[From British Blue Book, "North America," No. 6, 1862, p. 9.]

No. 10.

Mr. Layard to Mr. Olive.

FOREIGN OFFICE, *November 27, 1861.*

SIR: I am directed by Earl Russell to transmit to you, to be laid before Secretary Sir G. Grey, a copy of a letter from Messrs. Oliver-son, Lavie, and Peachey,* in which, as attorneys for Captain Nelson of the late American vessel Harvey Birch, they request that his lordship will authorize the magistrates at Southampton to issue a warrant or summons, calling upon Captain Peagram, of the ship of war Nashville, to show cause why he should not deliver up to Captain Nelson the property belonging to Captain Nelson's employers, which is alleged to be detained by Captain Peagram.

I also transmit a copy of the answer which, after consultation with the law officers of the Crown, has been returned to Messrs. Oliverson & Co.,† and I am to add, for Sir G. Grey's information, a copy of the opinion given by the law officers.

I am, &c.,

A. H. LAYARD.

Mr. Adams to Mr. Seward.

No. 79.]

LEGATION OF THE UNITED STATES,
London, November 29, 1861.

SIR: On the very same day that I sent to Lord Russell my note of the 22d of this month, a copy of which was transmitted with my dispatch, No. 77, to the department, I received a brief informal reply, a copy of which I directed my secretary, Mr. Wilson, to forward out of course by the steamer which went in the middle of the week. Last evening I received the more formal answer, a copy of which will accompany this. I regret that it is not more satisfactory in some respects, as it seems to me that her Majesty's government had an opportunity of doing much, by the appearance of a little activity, to calm the excitement occasioned by the wanton act of an unauthorized vessel; for I cannot but think the evidence adduced of so-called nationality is quite insufficient. It is not to be denied, however, that the current of English law would warrant the capture of the Harvey Birch, even by private individuals among the rebels, though the benefit of the prize, whatever it might be, could not inure in that case to the captors. The same rule would justify a taking of the Nashville itself by any vessel privately fitted out by Americans, subject to the same exception. I have received seve-

* See No. 7 from British Blue Book, "North America," No. 6, 1862, *ante*.

† See No. 9 from British Blue Book, "North America," No. 6, 1862, *ante*.

ral earnest applications from resolute parties to authorize some such undertaking, but it has seemed to me that every consideration of prudence as well as consistency dictated a complete abnegation, on my part, of every proceeding of the sort. Indeed, I could scarcely call on her Majesty's government to interfere, even so far as it has consented to do, in stopping the outfit of the Nashville, if I were on my side at the same time engaged in preparing in the ports of Great Britain a counter-armament to make prize of her. In my despatch No. 77 I endeavored to give some account of the course of proceeding adopted by Captain Nelson, under advice of learned counsel, with the design to carry to the courts for adjudication the question of the true character of the Nashville. It would seem that he had been baffled, first, by the refusal of the authorities of Southampton to issue a writ without direction from the foreign office; and, secondly, by the disavowal by the foreign office of any power to direct such a proceeding. In the meantime the excitement caused by the late news of the seizure of Messrs. Mason and Slidell is so great as to swallow up every other topic for the moment. It may then be the part of prudence to let the old topic lie in abeyance until the heats stirred by the new one shall subside.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

HON. WILLIAM H. SEWARD,
Secretary of State.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *November 28, 1861.*

The undersigned, her Majesty's principal secretary of state for foreign affairs, has the honor to inform Mr. Adams, envoy extraordinary and minister plenipotentiary of the United States at this court, that his note of the 22d instant has been the subject of careful and anxious consideration by her Majesty's government.

Mr. Adams, after reciting the capture and destruction by fire of the United States merchant ship on the high seas by order of the commander of the armed steamer called the Nashville, and the subsequent arrival of the Nashville in the port of Southampton, asks for an inquiry as to two classes of facts: the first, "as to the authority possessed by this vessel to commit so aggressive an act on the citizens of a friendly power, and then to claim a refuge in the harbors of Great Britain;" the second, "in case the nature of that authority be deemed sufficient, at least in the view of her Majesty's government, as to the purposes for which the ship is alleged to have come across the ocean, to wit, the making more effective preparations in the ports of Great Britain for carrying on war against the people of a friendly nation."

Her Majesty's government have directed their inquiries to both these points, and also to the state of the law as applicable to the facts thus by them ascertained.

With regard to the first point, the undersigned has to state that the Nashville appears to be a confederate vessel of war; her commander and officers have commissions in the so-styled confederate navy; some of them have written orders from the navy department at Richmond to report to Lieutenant Pegram "for duty" on board the Nashville, and her crew have signed articles to ship in the confederate navy.

In these circumstances the act done by the Nashville, of capturing and burning on the high seas a merchant vessel of the United States, cannot be considered as an act "voluntarily undertaken by individuals not vested with powers generally acknowledged to be necessary to justify aggressive warfare," nor does it at all "approximate within the definition of piracy."

Such being the answer of her Majesty's government on the first point raised by Mr. Adams, the undersigned passes to the second.

The undersigned stated to Mr. Adams, in his informal note of the 23d instant, that he had already given directions that no infringement of the foreign enlistment act should be permitted in regard to the Nashville. In fact, directions had already been given to prevent the Nashville from augmenting her warlike force within her Majesty's jurisdiction in contravention of the foreign enlistment act.

With respect to the allegation made by Mr. Adams, that some of the officers of the Nashville are to be put in command of vessels now fitting out in British ports for purposes hostile to the government of the United States, the undersigned can only say that, if reasonable evidence can be procured to that effect, all parties concerned who shall be acting in contravention of the foreign enlistment act shall be legally proceeded against, with a view to the punishment of the persons and to the forfeiture of the vessels.

Having thus answered Mr. Adams upon the two points to which his attention was called, the undersigned has only further to say, that if, in order to maintain inviolate the neutral character which her Majesty has assumed, her Majesty's government should find it necessary to adopt further measures, within the limits of public law, her Majesty will be advised to adopt such measures.

It is the earnest desire of her Majesty to preserve intact the friendly relations between her Majesty and the United States of America.

The undersigned, &c.

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

[From British Blue Book, "North America," No. 6, 1862, pp. 11-13.]

No. 12.

Mr. Elliot to Mr. Hammond

[Extract.]

DOWNING STREET, November 29, 1861.

I am directed by the Duke of Newcastle to transmit to you the inclosed copy of a dispatch from the governor of Bermuda, reporting his proceedings on the occasion of the visit to Bermuda of the Confederate States steam vessel Nashville.

I am also desired to inclose a draught of the answer which the Duke of Newcastle proposes, should Earl Russell concur, to address to Governor Ord.

The circular dispatch alluded to in that answer is one founded upon a report of the law officers of the Crown.

[Inclosure No. 1.]

Governor Ord to the Duke of Newcastle.

BERMUDA, November 2, 1861.

MY LORD DUKE: I have the honor to acquaint your excellency that these islands were visited on the 30th ultimo by the Confederate States paddle-wheel steamer Nashville, commanded by Lieutenant Peagram, and having on board Lieutenant Colonel Peyton, of the Confederate States army, said to be a minister from these States to the court of Spain, with numerous other officers and persons apparently connected with the ship. The vessel anchored off the dock yard, and Lieutenant Peagram and Colonel Peyton at once called upon Captain Hutton, royal navy, the superintendent, and requested him to supply their vessel with six hundred tons of coal, it being their wish to proceed to sea as early as possible.

2. In reply, Captain Hutton informed them that he was expecting, almost immediately, the arrival of the admiral commanding-in-chief, accompanied by a large squadron of our own ships, and that he feared he would not be justified in complying with their application.

3. These officers then waited upon me, and preferred the same request; to which I replied that I was aware that Captain Hutton anticipated that he would very shortly have a heavy demand made upon his store of coal, and that, in view of the probable wants of our fleet, I did not feel justified in urging him to furnish what they required. I added, that I was informed that offers had been made by private persons to supply them with coal at St. George's; and, after a further effort to obtain the government coal by offering to replace what they were supplied with from private sources, an arrangement which I assured them was inadmissible with a government establishment, they left me, apparently not dissatisfied, and proceeded at once to St. George's, where, I am informed, they have taken in about six hundred tons of coal.

4. Directly after they left me I received two letters from the United States consul at St. George's, copies of which, with my reply, accompany this dispatch.

5. The object of the Nashville's visit has not been distinctly stated, but there can be no doubt that she is bound to England, and that she has on board persons who will endeavor to excite an interest in the favor of the Confederate States at some of the European courts, and probably to obtain supplies of material and stores for the support of their cause.

6. It had been reported that the Nashville left Charleston on the 12th ultimo, with ex-Senators Slidell and Mason, as representatives from the Confederate States to the governments of France and England; that she had \$2,000,000 on board for the purchase of material, and was intended to coal at Bermuda. This report no doubt led to the calling in here, on the 20th ultimo, of the United States steam vessel Connecticut, which left immediately after, and proceeded apparently to cruise south.

7. It appears from the report of the Nashville's officers that these ex-senators really did break the blockade about the time named, but in a smaller vessel, and that they reached Havana on their way to England. The United States steam vessels being thus put upon a wrong scent, the Nashville ran the blockade the night of the 26th, probably with the remainder of the Confederate States representatives and the specie, and

got to Bermuda in safety, from which she has every chance of reaching England unmolested by the United States vessels of war.

I trust my proceedings on this occasion will meet your grace's approval.
I have, &c.,

H. ST. GEORGE ORD.

[Inclosure No. 2—Mr. Wells to Governor Ord—printed with dispatch of Mr. Wells to Mr. Seward, No. 10, of November 1, 1861, *ante*.]

[Inclosure No. 3—Mr. Wells to Governor Ord—printed as above.]

[Inclosure No. 4—Governor Ord to Mr. Wells—printed as above.]

[Inclosure No. 5.]

The Duke of Newcastle to Governor Ord.

DOWNING STREET, November 15, 1861.

SIR: Having had occasion to consult the law officers of the Crown on the subject of remonstrances addressed to the governors of some of the colonies by consuls of the United States, in regard to certain particulars in the treatment of vessels bearing the flag of the States which have seceded from the Union, I think it right to communicate to you, for your information and guidance, the principles which ought to be observed in cases of the kind which raised the present question.

You will understand, therefore, that no foreign consul has any power or jurisdiction to seize any vessel (under whatever flag) within British territorial waters, and that the British authorities ought not to take any steps adverse to merchant vessels of the Confederate States, or to interfere with their free resort to British ports.

With respect to supplies, even of articles clearly "contraband of war," (such as arms or ammunition,) to the vessels of either party, the colonial authorities are not at liberty to interfere, unless anything should be done in violation of the foreign enlistment act, 59 Geo. III, cap. 69, which prohibits the equipping, furnishing, fitting out, and arming of ships or vessels for the service of foreign belligerent powers, and also the supply of guns or equipments for war, so as to increase the warlike force of vessels of war, but which does not render illegal the mere supply of arms or ammunition, &c., to private ships or vessels.

If it should be necessary for the colonial authorities to act in any such case, it should only be done when the law is regularly put in force, and under the advice of the law officers of the Crown.

With respect to the supplying in British jurisdiction of articles *ancipitis usus*, (such, for instance, as coal,) there is no ground for any interference whatever on the part of the colonial authorities.

I have, &c.,

NEWCASTLE.

[Inclosure No. 6.]

The Duke of Newcastle to Governor Ord.

DOWNING STREET, November —, 1861.

SIR: I have the honor to acknowledge the receipt of your dispatch of the 2d instant, reporting your proceedings on the occasion of the visit to Bermuda of the Confederate States steam vessel Nashville.

By the present mail I transmit to you a circular dispatch which will furnish you with instructions for your guidance in the treatment of the vessels of war of either of the contending parties which may call at Bermuda.

The course pursued by you in the present instance was in strict accordance with the principles which you will find laid down in that circular dispatch.

I have further to state that both you and Captain Hutton showed a very proper discretion in declining to furnish supplies to a war vessel of one of the belligerent parties from public stores belonging to the British government.

Her Majesty's government entirely approve of the whole of your proceedings on this occasion.

I have, &c.,

NEWCASTLE.

Mr. Morse to Mr. Seward.

No. 39.]

CONSULATE OF THE UNITED STATES OF AMERICA,
London, November 30, 1861.

SIR: I herewith inclose copies of certain papers, in continuation of further proceedings in the case of the corsair *Nashville*.

The first paper is the opinion of Dr. Deane and Sir Hugh Cairns, esteemed equal to any authorities in London on the questions involved. You will perceive by the report of Messrs. Oliverson, Lavie & Peachey that so far we have entirely failed to obtain any redress through the courts here, or to compel the captain of the *Nashville* to show under what authority he is acting. The production of Captain Peagram's commission as lieutenant in the rebel service seems to be taken as sufficient authority for his acts, while I have contended that his commission is personal to himself, and without being detailed especially to the *Nashville* as a so-called confederate ship; and she being put in commission, and her commander instructed to perform this particular service, she is not in public service, and not here by even the authority of the insurgents.

If she is not a public ship of the character claimed for her, and does not come commissioned as a privateer, it follows, of course, that she must be a piratical craft.

Having good reason to believe that she did not leave Charleston either as a privateer or public vessel, my leading object has been to force a production of the authority under which she sails, either through government intervention or by an action at law in some form. The government turns us over to the courts; the magistrates decline to interfere; and good and, so far as I can judge, faithful counsel tell me they do not see their way clear to get the question before any court, and fear we have no remedy in this country.

I had an interview with counsel to-day, and urged them to carefully review the ground and see whether there was not power enough in England, either executive, judicial, or military, to determine whether the *Nashville* is a piratical craft or a recognized ship of some established or belligerent power, saying that we charged her with being neither a privateer nor an armed ship of war coming from any power, recognized or belligerent, but a pirate.

The subject is still under advisement, though I have but little hope

that a thing which appears so very simple and of such great importance will terminate favorably for us.

The Nashville is lying quietly at Southampton, undergoing no repairs, except such as her crew are making, and taking in no cargo. • • •

I have the honor, &c.,

F. H. MORSE, *Consul*.

Hon. WILLIAM H. SEWARD,
Secretary of State.

CASE FOR THE ADVICE OF SIR H. CAIRNS AND DR. DEANE.

Sir Hugh Cairns and Dr. Deane will be so good as to consider the statement relating to the destruction of the American vessel the Harvey Birch by the Nashville, as it appears in the Times newspaper of this date, (November 22, 1861,) and the copy of the affidavit of Captain Nelson, herewith, and also the explanations of Captain Nelson in conference, and to advise Captain Nelson as to his legal rights against the Nashville and her commander, and generally as to the course which, under the circumstances, you would advise the captain to pursue.

Opinion of Sir H. Cairns and Dr. Deane.

It appears from the affidavit of Captain Nelson that the Harvey Birch was taken possession of and burnt on the high seas, outside the limit of British waters, and that the armed ship Nashville carried the flag of the Confederate States.

From the statement in the newspaper above referred to, the commander of the Nashville seems to have held a commission under the Confederate States and in the navy of those States.

The British government has considered the Federal and Confederate States entitled to be treated as belligerents, each possessed of the rights of war, one of which rights is the capture and destruction of vessels belonging to the enemy by the commissioned vessels of the belligerents.

If, therefore, the Nashville was a commissioned vessel belonging to the Confederate States, we are of opinion that Captain Nelson has no legal rights in this country against the Nashville or her commander.

The only course we can at present suggest is that Captain Nelson should apply for a search-warrant for the chronometer and barometer taken from the Harvey Birch; and if the officer who goes on board the Nashville is satisfied by the production of the ship's papers and the commander's commission that the Nashville is commissioned, he must withdraw, and no remedy remains here to which Captain Nelson can resort.

H. M. CAIRNS,
J. PARKER DEANE.

LINCOLN'S INN, November 25, 1861.

Messrs. Oliverson, Lavie & Peachey to Mr. Morse.

FREDERICK PLACE, E. C., November 26, 1861.

DEAR SIR: We beg to report to you the steps which have been taken on behalf of Captain Nelson, of the late American vessel the Harvey

Birch, with the view of obtaining some redress for the destruction of his vessel by Captain Pegram, of the Nashville, now at Southampton.

Immediately the case was brought under our notice we had a consultation with those eminent counsel Sir Hugh Cairns and Dr. Deane, and the result of their advice is embodied in the written opinion which they have since given, the original of which we beg to inclose.

In pursuance of their advice, we attended with Captain Nelson before the lord mayor of London and applied for a search-warrant directed to Captain Pegram, who has still on board his vessel the barometer and other articles belonging to the owners of the Harvey Birch, together with the papers of that vessel, the primary object of this application being to compel the captain of the Nashville to produce the authority under which he is acting, so that it might be clearly seen whether or not the Nashville is a commissioned vessel belonging to the Confederate States; for, if that question be answered in the affirmative, it is considered that, as our government treats the Federal and Confederate States as alike entitled to be considered as belligerents, Captain Nelson would have no legal rights in this country against the Nashville or her commander.

The lord mayor of London, as we apprehended, considered that he had no jurisdiction, the Nashville being at Southampton, and the act having been committed altogether beyond his jurisdiction. He, however, acted with great kindness, and handed Captain Nelson a private note of introduction to the mayor of Southampton.

We then proceeded to Southampton with Captain Nelson and a discreet and experienced officer of the police force of this city, but in consequence of the absence of the mayor of Southampton and other magistrates the application could not be made until yesterday.

Yesterday the application was formally made to the magistrates of Southampton, but they felt the case to be one of so much delicacy that they declined to interfere without the sanction of the secretary of state.

The result being at once communicated to us by telegraph, we immediately addressed a letter to Earl Russell, soliciting his assistance.

Not having received any answer to this application, we this morning attended at the Foreign Office and had an interview with his lordship's secretary, who informed us that our application had been submitted to the law officers of the Crown, and that immediately their advice was known we should receive an answer.

We think it very doubtful, indeed, that the government will interfere. We should suggest that a careful watch should be kept upon the Nashville and her proceedings, so that if any attempt be made to deal with her, so as in any manner to infringe our foreign enlistment act, the law may be immediately brought to bear upon the offenders.

In our opinion, the government will not interfere in any way to assist the vessels of either the Federalists or the Confederate States, but will leave them to be dealt with according to the ordinary rules of neutrality; and in case these should in any instance be overstepped, the offenders will be left to be dealt with according to the laws of England.

We are, dear sir, yours faithfully,

OLIVERSON, LAVIE & PEACHEY.

F. H. MORSE, Esq., &c., &c., &c.
American Consul.

Messrs. Oliverson, Lavie & Peachey to Mr. Morse.

FREDERICK PLACE, E. C., November 27, 1861.

DEAR SIR: We beg to hand you a copy of our letter to Earl Russell, to which we have, at the present moment, no answer.

We do not consider that the circumstances mentioned to us by Mr. Stringer, in reference to the Nashville, will afford any means of obtaining redress in this country. The whole depends upon the question whether she is or not a vessel commissioned by the Confederate States. If she be, the captain and owners of the Harvey Birch are, we fear, without redress.

We are, dear sir, yours faithfully,

OLIVERSON, LAVIE & PEACHEY.

Consul MORSE, &c., &c., &c.

[For letter of Oliverson, Lavie & Peachey to Lord Russell, and for reply of Mr. Layard to the same, see *ante*, Nos. 7 and 9, from British Blue Book, "North America," No. 6, 1862.]

Mr. Morse to Mr. Seward.

No. 44.] CONSULATE OF THE UNITED STATES OF AMERICA,
London, December 7, 1861.

SIR: As I anticipated, our efforts to make the Nashville show the authority under which she sails and destroys American ships have proved fruitless. Our legal advisers informed me last evening that nothing more could be done here.

It has not yet been ascertained whether she is a privateer, a confederate ship put in commission by the insurgents, or a pirate.

We charge her with being a pirate, even judged by the laws of this realm, and the charge has not been disproved, unless the officer's commission in the "confederate" navy commissions everything he goes on board of.

I have the honor to be, &c.,

F. H. MORSE, Consul.

Hon. WILLIAM H. SEWARD,
Secretary of State.

[From British Blue Book, "North America," No. 6, 1862, p. 13.]

No. 13.

Mr. Hammond to Mr. Elliot.

FOREIGN OFFICE, November 30, 1861.

SIR: I have laid before Earl Russell your letter of the 29th instant, and I am to state to you, in reply, for the information of the Duke of Newcastle, that his lordship entirely concurs in the answer which it is proposed to return to the dispatch from the governor of Bermuda reporting his proceedings on the occasion of the visit of the confederate steamer Nashville to that island.

I am, &c.,

E. HAMMOND.

[From British Blue Book, "North America," No. 6, 1862, p. 13.]

No. 14.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, December 2, 1861.

The undersigned, envoy extraordinary and minister plenipotentiary of the United States, has the honor to acknowledge the receipt of a note from the right honorable Earl Russell, her Majesty's principal secretary of state for foreign affairs, dated on the 28th of November, and in answer to the note of the undersigned soliciting an investigation into the case of the armed steamer the Nashville.

Whilst the undersigned regrets that her Majesty's government has determined to give what he cannot but think a liberal construction to the evidence furnished of the character of the voyage of the Nashville, it is yet a source of great satisfaction to him to learn the intention expressed by the government to apply all its power to the prevention of measures taken within this kingdom by ill-disposed persons to fit out enterprises of a hostile character to the United States. The undersigned entertains no doubt that this information, which has been already transmitted by him to this government, will be received with much pleasure.

The undersigned, &c.,

CHARLES FRANCIS ADAMS.

Mr. Adams to Mr. Seward.

[Extract.]

No. 84.]

LEGATION OF THE UNITED STATES,
London, December 6, 1861.

SIR: * * * * *

The Nashville is now in dock undergoing repair, and I learn that she will go out toward the last of the month, bent on mischief. They will try to increase her armament, and the sympathy of the people is now so great as to favor their success in a clandestine manner, but if I can get the requisite evidence I have no doubt that Lord Russell would exert himself to procure her condemnation. He voluntarily suggested to me the adoption of a course which some years since ended in the seizure of several vessels designed to go to the insurgents in Sicily. I did not then pursue it, for reasons which exist no longer.

Captain Nelson has failed in his efforts to get his case before the courts. He has just been here to tell me so.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Mr. Seward.

No. 86.]

LEGATION OF THE UNITED STATES,
London, December 11, 1861.

SIR: I have the honor to inclose herewith a copy of a brief note from Earl Russell, dated the 8th instant, together with copies of the two

inclosures which accompanied it from the custom-house, at London, containing reports of the repairs now being made on the steamship Nashville at Southampton.

This is the latest information I have received from her Majesty's government respecting this vessel.

I have the honor to be, sir, your obedient servant,
CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *December 8, 1861.*

Earl Russell presents his compliments to Mr. Adams, and has the honor to send him copies of letters received from the home department, in reference to the Nashville.

Mr. Waddington to Mr. Hammond.

WHITEHALL, *December 6, 1861.*

SIR: With reference to Mr. Clive's letter of the 25th ultimo, I am directed by Secretary Sir George Grey to transmit to you, for the information of Earl Russell, the inclosed copy of a letter from the commissioners of customs, reporting the steps which they have taken in the case of the steamer Nashville.

I am, &c.,

H. WADDINGTON.

[Inclosure.]

Mr. Gardner to Mr. Waddington.

CUSTOM-HOUSE, LONDON,
December 5, 1861.

SIR: I am directed by the commissioners of her Majesty's customs to acknowledge the receipt of your letter of the 4th instant, signifying the request of Secretary Sir G. Grey to be informed what steps they took in regard to the steamer Nashville, and whether anything has come to their knowledge since the date of Mr. Clive's letter of the 23d ultimo to justify interference on their part; and I am to acquaint you that on receipt of Mr. Clive's letter, the board transmitted to the collector at Southampton a copy of the letter, and, with reference to the Act 59, Geo. III, cap. 69, and her Majesty's order in council of the 13th of May last, directed him forthwith to report any alterations or fittings of a hostile nature which might take place on board. And the board have this day been informed by their collector, "that the Nashville has just now been placed in dry dock, not repaired at present beyond calking aloft. This afternoon will decide what future repairs she requires."

The collector proposes to report further particulars, and upon receipt thereof the board will acquaint you therewith.

I have, &c.,

F. G. GARDNER.

Mr. Waddington to Mr. Hammond.

WHITEHALL, December 7, 1861.

SIR: With reference to your letter of the 22d ultimo, respecting the steamer Nashville, I am directed by Secretary Sir George Grey to transmit to you, to be laid before the Earl Russell, the inclosed copy of a further letter from the commissioners of customs, reporting on the alteration proposed to be made in that vessel.

I am, &c.,

H. WADDINGTON.

Mr. Gardner to Mr. Waddington.

CUSTOM-HOUSE, December 6, 1861.

SIR: I am directed to acquaint you, for the information of Secretary Sir G. Grey, with reference to my letter of yesterday's date, that the officers of this revenue at Southampton have reported to the board that the steamship Nashville has not hitherto undergone any further repairs than calking aloft.

The vessel was yesterday taken into dry dock, in order to ascertain the amount of damage sustained by her keel in coming out of Charleston harbor, and the officers have been informed by the shipbuilder who has undertaken to perform whatever repairs may be necessary, and who they state may be fully relied on, that beyond restoring the keel, and replacing the paddles, which are off the wheels, and also placing some beams athwart to strengthen her, no alterations or fittings are likely to take place.

I am, &c.,

F. G. GARDNER.

Mr. Seward to Mr. Adams.

No. 141.]

DEPARTMENT OF STATE,

Washington, December 12, 1861.

SIR: Your dispatch of November 23 (No. 77) has been received and submitted to the President. I am instructed by him to approve of all your proceedings, as thus reported, in reference to the shelter and protection afforded to the Nashville, a privateer steamer, which entered the port of Southampton immediately after she had captured and destroyed the Harvey Birch, belonging to the mercantile marine of this country.

Upon carefully reading your dispatch, I found no occasion for suggesting any new arguments in support of your position, as I am pleased to say there is none for urging your zealous and persistent prosecution of the subject.

Previous communications from us to the British government sufficiently show that the harboring in British ports of pirates engaged in depredating upon our commerce cannot go on without involving the necessity of revising our whole system of commercial relations with the British government.

We consent, however, to hope that this new and flagrant occurrence has arrested the serious attention of her Majesty's government, and that it will result in bringing about some resolution of the whole sub-

ject consistent with the just expectations of the United States so often already expressed.

The Navy Department will not neglect the interests of our commerce in this new and distinct experience, whatever may be the difficulty or the cost.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.*

[From British Blue Book, "North America," No. 6, 1862, p. 15.]

No. 18.

Mr. Waddington to Mr. Hammond.

No. 18.]

WHITEHALL, December 16, 1861.

SIR: With reference to the previous correspondence upon the same subject, I am directed by Secretary Sir George Grey to transmit to you a copy of a letter from the town clerk of Southampton, reporting that the Nashville is now lying in the graving dock at that port, and that certain repairs are now being made to her; and I am to request that you will lay the same before Earl Russell.

I am, &c.,

H. WADDINGTON.

[Inclosure.]

Mr. Deacon to Sir G. Grey.

TOWN CLERK'S OFFICE,

Southampton, December 13, 1861.

SIR: With reference to my letter to you of the 27th ultimo, relative to the steamship Nashville, I am directed by the worshipful the Mayor of this borough, to inform you that the Nashville is now lying in the graving dock of this port, and that certain repairs are now being made to her.

I am, &c.,

CHARLES E. DEACON, *Town Clerk.*

[From British Blue Book, "North America," No. 6, 1862, p. 15.]

No. 19.

Mr. Hammond to the Secretary to the Admiralty.

FOREIGN OFFICE, December 19, 1861.

SIR: I am directed by Earl Russell to transmit to you a copy of a letter from the home office* inclosing a copy of a letter from the town clerk of Southampton, reporting that the confederate steamer Nashville is undergoing certain repairs at that port; and I am to request that in laying the same before the lords commissioners of the admiralty, you will state to their lordships that Lord Russell would consider it satisfactory if the naval officer at Southampton were instructed to visit that vessel and to report what is taking place on board her.

I am, &c.,

E. HAMMOND.

* See No. 18 from British Blue Book, "North America," No. 6, 1862, *ante*.

Mr. Morse to Mr. Seward.

No. 46.]

CONSULATE OF THE UNITED STATES,
London, December 20, 1861.

SIR: I herewith forward the affidavit of Frederick Williams, who was one of the cooks of the confederate steamer Nashville. He is an unusually intelligent and well-behaved seaman, and seems very much gratified to get clear of the craft.

You will notice what he says about the interview between Captain Peagram and the governor of Bermuda, in which the captain denied that the Nashville was either a privateer or a confederate ship.

I have the honor to be, &c.,

F. H. MORSE, *Consul.*

HON. WILLIAM H. SEWARD,
Secretary of State.

[For affidavit inclosed see dispatch from Mr. Adams to Mr. Seward, No. 97, January 2, 1862, *post.*]

Mr. Seward to Mr. Adams.

No. 154.]

DEPARTMENT OF STATE,
Washington, December 30, 1861.

SIR: Your dispatch of December 11 (No. 86) has been received. It relates to the repairs of the Nashville.

It is gratifying to know that the British government have bestowed so much attention upon the subject of the repairs of the Nashville.

I forbear, however, at the present moment, for reasons which you will understand, from special remark upon the general subject.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

[From British Blue Book, "North America," No. 6, 1862, p. 18.]

No. 24.

Mr. Hammond to Sir F. Rogers.

FOREIGN OFFICE, *January 1, 1862.*

SIR: I am directed by Earl Russell to transmit to you, to be laid before the Duke of Newcastle, the accompanying copy of a note from the United States minister at this court, inclosing a deposition which has been made by a seaman of the Nashville, from which it would appear that commander Peagram represented to the governor of Bermuda that the Nashville was strictly a merchant vessel, and not a ship of war; and I am to request that you will move his grace to cause inquiry to be made of the governor as to the truth of this statement.

I am, &c.,

E. HAMMOND.

[For note and deposition inclosed see dispatch No. 97, of Mr. Adams to Mr. Seward, dated January 2, 1862, *post.*]

Mr. Adams to Mr. Seward.

[Extract.]

No. 97.]

LEGATION OF THE UNITED STATES,
London, January 2, 1862.

SIR: I have to acknowledge the reception last evening of dispatches numbered from 141 to 146, both inclusive.

Under the continued suspense as to the issue of the difficulty respecting the Trent, I know not that there is much necessity for adverting to topics of minor importance. I shall, therefore, content myself with transmitting copies of the further correspondence that has taken place between Lord Russell and myself on the subject of the Nashville. I have reason to believe that the supervision of the outfit of that vessel on the part of the government has been faithful and thorough.

I have the honor to be, sir, your obedient servant,
CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, December 27, 1861.

Lord Russell presents his compliments to Mr. Adams, and has the honor to transmit to him, herewith, a copy of a letter addressed by the superintendent of packets at Southampton to the Secretary of the Admiralty, respecting the nature of the repairs which have been executed in that port on board the steamer Nashville.

Lord Russell requests, &c.

The Secretary to the Admiralty to Mr. Hammond.

ADMIRALTY, December 24, 1861.

SIR: With reference to your letter of the 19th instant, I am commanded by my lords commissioners of the admiralty to send you herewith, for the information of the secretary of state for foreign affairs, a copy of a letter from Captain Patey, captain superintendent of packets at Southampton, dated the 23d instant, reporting that only the necessary repairs have been executed on board the so-styled Confederate States steamer Nashville, now in dock at Southampton, and stating that no steps whatever have been taken to fit her more completely as a vessel of war since her arrival at that port.

I am, &c.,

W. G. ROMANE.

Captain Patey to the Secretary to the Admiralty.

SOUTHAMPTON, December 23, 1861.

SIR: In answer to your letter of the 21st instant, directing me to visit the confederate steamer Nashville, and report what is taking place on board that vessel, I have the honor to acquaint you, for the information of the lords commissioners of the admiralty, that I have this day visited

the ship in question, which is in dry dock; though I have personally and daily heretofore taken notice of what has passed in regard to the Nashville, and am therefore in a position to report that no repairs have taken place but what was found absolutely necessary for making good a few trifling defects she sustained in her passage to this country, such as replacing boarding, gratings, and water-closets, washed away in a heavy sea from the port sponson and paddle-box. A few sheets of copper have also been replaced, to make good rubs which the ship's bottom met with by touching the ground in crossing the bar at Charleston; some calking has likewise been done in parts that were found to be leaky, consequent upon the heavy weather which the ship encountered in crossing the Atlantic.

I beg to add that the Nashville has not in any way equipped herself more completely as a vessel of war since her arrival at Southampton. She is at present detained in dry dock in consequence of another ship being in the same dock with the planking off her bottom.

I deem it right to state that Captain Peagram, of the Nashville, has, from the first, most willingly evinced a disposition that not anything should be undertaken without first acquainting me.

I am, &c.,

C. G. E. PATEY,
Captain Superintendent Packet Service.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, December 28, 1861.

Mr. Adams, the minister of the United States, presents his compliments to Lord Russell, and has the honor to acknowledge the reception, on two several occasions, of copies of letters addressed by the superintendent of packets to the admiralty, respecting the nature of the repairs which have been executed in the port of Southampton on board the steamer Nashville. It is a source of gratification to him to observe the continued supervision exercised by her Majesty's government over the outfit of that vessel.

Mr. Adams seizes the opportunity thus afforded him to submit to the consideration of Lord Russell the copy of another deposition taken before Mr. Freeman H. Morse, the consul of the United States in London, of one of the crew of the Nashville on her late voyage. If the statement therein made be in accordance with fact, then it would appear that the representation given by the master of that vessel to the governor of Bermuda of the character of his voyage, upon which, alone, he succeeded in obtaining from him supplies of coal, is in conflict with the construction given to it by her Majesty's government on the vessel's arrival here, and much more nearly approximates the view of the case first taken by Mr. Adams. The verification of this fact, or otherwise, is fortunately in the power of her Majesty's government by reference to the governor of Bermuda. Although, if found to be true, it might arrive too late to be of service in the present instance, Mr. Adams ventures to indulge the hope that this example may serve as an inducement to the application of a more favorable rule hereafter for the prevention of abuses under the shelter of so-called belligerent rights.

Mr. Adams begs, &c.

[Inclosure.]

Deposition of Frederick Williams.

I, Frederick Williams, of Boston, in the State of Massachusetts, United States of America, ship's cook and steward, do solemnly swear that I sailed from the port of New York in the month of November, 1860, in the ship Mackinaw, of Charleston, South Carolina, Captain William Hammer, bound to Liverpool. Arrived at Liverpool about the 24th of December, and remained there until the latter end of February or the commencement of March, when I again sailed in the ship for Charleston, with a cargo of coal, and arrived at Charleston about the 8th or 9th of April, a few days before Fort Sumter was bombarded. I was then discharged, and remained in Charleston until the 25th of September, on which day I shipped at Black's shipping office as second cook of the steamer Nashville, of Charleston, for a voyage to England and one or two other foreign ports, and back to Charleston, and on the same day I went on board the vessel, which was then lying alongside the New York steamboat dock, where she usually lay. Captain Murray, her usual captain, still had charge of her; nearly all the crew were then on board, being at work cleaning the vessel and putting her in order, as she had been laid up five or six months. About a week or ten days after I had joined, fourteen or fifteen naval officers came on board with their baggage. I was told that they were going as passengers to England to take command when they arrived, of vessels of war that were fitting out in England for the Confederate States. After this time I (having first got my clothes on board) was not allowed to communicate with the shore, nor were any of the crew permitted to do so. I asked Captain Murray to let me go ashore. He replied that he had nothing more to say on board the vessel now than I had, and told me to go to one of the naval officers. Between their coming on board and the vessel's sailing about three weeks elapsed, and in this time two rifled cannon were brought on board and placed forward. Messrs. Slidell and Mason and their families and baggage came on board, and I understood that they were going as passengers, but they afterwards left the vessel. During all this time a small steamer went out of the harbor daily to determine the exact position of the United States blockading squadron, and this information was communicated to the officers. One night in the latter end of October steam was got up, and the Nashville steamed out of port, great precautions being used to avoid the blockading vessels. Three and a half days afterward we arrived at Bermuda and came to anchor, the vessel flying at the peak the Confederate States flag and a pennant at the main. The governor of Bermuda came on board the ship and saw Captain Peagram and his officers, and I heard Captain Peagram tell the governor, as they walked along the deck with the first lieutenant, "You must understand, governor, that this is not a navy vessel; if she were, we should have arms and regulations accordingly. She is strictly a merchant vessel." The governor had previously intimated that if she were not strictly a merchantman, she would not be permitted to coal. The ship was in want of coal, as she had come out of Charleston light to enable her to get more readily over the bar. Upon this guarantee of Captain Peagram—that she was a merchant ship—the Nashville was allowed to coal, and about 400 or 500 tons were taken on board. Not being permitted to go ashore, I wrote a letter of complaint to the American consul, and sent it ashore by a laborer. I received no reply, but on the following day the first lieutenant appeared

to have heard of it and called me. He said to me, "You scoundrel, you have been communicating with the enemy. You have forfeited your life, and will be hanged at the yard-arm." I was then put in irons and placed in the hold amongst the coal, and I remained in irons three days, when I was liberated. We were out of sight of land. I was then sent forward until about the 15th of November, when I was again sent to the galley. On the morning of the 19th of November we fell in with an American ship, which was found to be the Harvey Birch, of New York, Nelson, master, from Havre to New York in ballast. The gangways in the way of guns were removed, muskets were served out, and the officers buckled on their swords, and the flag of the so-called Confederate States was set. The Nashville then ran alongside the Harvey Birch, ordered her to heave-to, ordered the captain on board, and ultimately took the whole crew out of her, and after the second lieutenant's boat left I saw that the ship was on fire. The crew of the Harvey Birch, excepting the officers, were put in irons and kept in irons until they arrived at Southampton, where they were liberated and allowed to go ashore. But I was not permitted to leave the vessel, and finding that I had been deceived, I deserted from her. In Charleston, after the officers came on board, the purser produced new shipping articles, which the crew were compelled to sign, as they knew they would be in danger if they did not. The baggage of Slidell and Mason was taken out of the Nashville directly before the steamer Theodore left Charleston, which vessel left twelve or fourteen days before the Nashville, and it was known in Charleston before the Nashville sailed that the Theodore had arrived safely at Havana with Slidell and Mason on board.

FREDERICK WILLIAMS.

Sworn before me, in the consulate of the United States at London, this 19th day of December, 1861.

F. H. MORSE, *Consul.*

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *January 1, 1862.*

Lord Russell presents his compliments to Mr. Adams and has the honor to inform him, in reply to his note of the 28th ultimo, that he will immediately communicate with the Duke of Newcastle, with the view of obtaining from the governor of Bermuda a correct account of the representation made to him by the commander of the Nashville.

[From British Blue Book, "North America," No. 6, 1862, p. 19.]

No. 25.

The Secretary to the Admiralty to Mr. Hammond.

ADMIRALTY, *January 10, 1862.*

SIR: I am commanded by my lords commissioners of the admiralty to send you herewith, for the information of her Majesty's secretary of state for foreign affairs, a copy of a telegram received this day from Captain Patey relative to certain proceedings of officers and men belonging to the United States ship of war Tuscarora with regard to the Nashville, a vessel of war belonging to the so-styled Confederate States at Southampton.

I am, &c.,

C. PAGET.

[Inclosure.]

Captain Patey to the Secretary to the Admiralty.

[Telegraphic.]

SOUTHAMPTON, *January 10, 1862.*

Last night at eight, dock-master reported having discovered in the dock two officers and three men from Tuscarora, who stated they were on shore under orders watching Nashville, and to signal should she get under weigh. Dock-master removed them from the dock.

[From British Blue Book, "North America," No. 6, 1862, p. 19.]

No. 26.

Mr. Hammond to the Secretary to the Admiralty.

FOREIGN OFFICE, *January 10, 1862.*

SIR: I am directed by Earl Russell to request that you will acquaint the lords commissioners of the admiralty, with reference to your letter of this day, inclosing a telegram from Southampton respecting the United States steamer Tuscarora at that port, that his lordship is of opinion that orders should immediately be given for placing a ship of war, of superior force, as near Southampton as the circumstances of the case may appear to require, in order to prevent any hostilities taking place within British waters between the federal and confederate steamers now lying at or near Southampton, and with instructions, in the event of either of those steamers proceeding to sea, not to allow the other to start in pursuit of her until the expiration of twenty-four hours.

I am, &c.,

E. HAMMOND.

[From British Blue Book, "North America," No. 6, 1862, p. 20.]

No. 28.

The Secretary to the Admiralty to Mr Hammond.

ADMIRALTY, *January 11, 1862.*

SIR: With reference to your letter of the 10th instant, requesting that measures may be taken to prevent any hostilities taking place within British waters between the federal and so-styled confederate steamers now lying in Southampton water, I am commanded by my lords commissioners of the admiralty to send you herewith, for the information of Earl Russell, a copy of a letter of yesterday's date, addressed by Captain Willcox, of her Majesty's ship Dauntless, to Captain Craven, commanding the federal steamer Tuscarora, on this subject.

I am, &c.,

W. G. ROMAINE.

[Inclosure.]

Captain Willcox to Captain Craven, U. S. N.

DAUNTLESS, SOUTHAMPTON, *January 10, 1862.*

SIR: Having observed preparations for departure in the United States steamer Tuscarora, under your command, and also in the Confed-

erate States steamer Nashville, I beg to acquaint you that I have received instructions to prevent any hostility taking place in British waters; and I beg to bring to your notice the usual law of nations, which requires that twenty-four hours should elapse before the departure of one belligerent ship in pursuit of the other.

Relying upon your good judgment in this matter, and the friendly feeling existing between the two governments, I have, &c.,
JAMES WILLCOX.

[From British Blue Book, "North America," No. 6, 1862, p. 20.]

No. 29.

The Secretary to the Admiralty to Mr. Hammond.

ADMIRALTY, January 11, 1862.

SIR: I am commanded by my lords commissioners of the admiralty to send herewith, for the information of Earl Russell, copy of a telegram which has been received from Captain Patey, at Southampton, stating that the two American vessels Nashville and Tuscarora would not proceed to sea within twenty-four hours after the departure of either.

I am, &c.,

C. PAGET.

[Inclosure.]

Captain Patey to the Secretary to the Admiralty.

[Telegraphic.]

SOUTHAMPTON, January 11, 1862.

Have seen captains of both American ships. Have received written promises, one will not follow the other to sea within twenty-four hours. Both observe strict neutrality.

[From British Blue Book, "North America," No. 6, 1862, p. 21.]

No. 30.

The Secretary to the Admiralty to Mr. Hammond.

ADMIRALTY, January 13, 1862.

SIR: With reference to my letter of the 11th instant, I am commanded by my lords commissioners of the admiralty to transmit herewith, for the information of Earl Russell, a copy of a letter, dated the 11th instant, from Captain Willcox, of the Dauntless, and of its inclosure, from Commander Craven, of the United States ship of war Tuscarora, as to the proceedings of that ship at Southampton.

I am, &c.,

W. G. ROMAINÉ.

[Inclosure No. 1.]

*Captain Willcox to the Secretary to the Admiralty*DAUNTLESS, SOUTHAMPTON, *January 11, 1862.*

MY LORD: With reference to a communication that I have this day forwarded to the commodore comptroller general, I have the honor to inclose to you, for the information of their lordships, a copy of a reply I have received from the commander of the United States ship *Tuscarora*.

I forward this to your lordship direct to save time, having also written to the commodore.

I have, &c.,

JAMES WILLCOX.

[Inclosure No. 2.]

*Commander Craven, U. S. N., to Captain Willcox.*TUSCARORA, SOUTHAMPTON, *January 10, 1862.*

SIR: I have the honor to acknowledge the receipt of your communication this evening.

I am not aware that I have given cause for your assuming that I meditate an act of hostility in the waters of Great Britain.

Claiming the right of free access to, and egress from, the waters of a nation believed to be in amity with the United States, and sincerely desirous of avoiding all semblance of offense, I am, &c.,

J. AUG'S CRAVEN.

[From British Blue Book, "North America," No. 6, 1862, p. 21.]

No. 31.

*The Secretary to the Admiralty to Mr. Hammond.*ADMIRALTY, *January 13, 1862.*

SIR: I am commanded by my lords commissioners of the admiralty to request you will state to Earl Russell that telegrams have been received from Captain Patey, at Southampton, reporting that the United States vessel of war *Tuscarora* left that port this morning, and has anchored one mile to the westward of Calshot light-ship.

I am, &c.,

W. G. ROMAINE.

[From British Blue Book, "North America," No. 6, 1862, p. 21.]

No. 32.

*The Secretary to the Admiralty to Mr. Hammond.*ADMIRALTY, *January 13, 1862.*

SIR: I am commanded by my lords commissioners of the admiralty to acquaint you, for the information of Earl Russell, that Captain Patey

reports by telegram that the American vessel Tuscarora has returned to her original anchorage at the entrance of the Itchen Channel.

I am, &c.,

W. G. ROMAINÉ.

[From British Blue Book, "North America," No. 6, 1862, pp. 22-32.]

No. 33.

The Secretary to the Admiralty to Mr. Hammond.

ADMIRALTY, January 13, 1862.

SIR: I am commanded by my lords commissioners of the admiralty to transmit herewith, for the information of Earl Russell, a copy of a letter, dated the 11th instant, from Captain Patey, the senior officer of her Majesty's ships at Southampton, together with copies of the correspondence which has passed between that officer and the commanders of the Tuscarora and Nashville respecting the detention of one vessel until the expiration of twenty-four hours after the other's departure.

I am, &c.,

W. G. ROMAINÉ.

[Inclosure No. 1.]

Captain Patey to the Secretary to the Admiralty.

SOUTHAMPTON, January 11, 1862.

MY LORD: Referring to your telegram delivered to me at 2.15 a. m. of this date, directing me to give notice to both Americans that I had received orders detaining one vessel until the other has had twenty-four hours' start, I have the honor to furnish herewith, for the information of the lords commissioners of the admiralty, copies of correspondence which has taken place between myself and the commanders of the Tuscarora and Nashville, respectively, on the subject in question—inclosure No. 2 being a copy of my letter to the captain of the Tuscarora, and inclosure No. 3 copy of his reply, in which their lordships will observe the Nashville is designated a pirate; inclosure No. 4 is a copy of my letter to commander of Nashville, and inclosure No. 5 a copy of his answer thereto.

I am, &c.,

C. G. E. PATEY.

[Inclosure No. 2.]

Captain Patey to Commander Craven, U. S. N.

ADMIRALTY OFFICE,
Southampton, January 11, 1862.

SIR: I have the honor to acquaint you that I have received orders with respect to the ship under your command and the Nashville, to detain one vessel until the other has had twenty-four hours' start.

I am, &c.,

C. G. E. PATEY.

[Inclosure No. 3.]

*Commander Craven, U. S. N., to Captain Patey.*TUSCARORA, SOUTHAMPTON, *January 11, 1862.*

SIR: I have the honor to acknowledge the receipt of your letter of this date.

You may rest assured that I will strictly observe all the hours by which international intercourse is regulated, and will not depart from this port within twenty-four hours after the sailing of the pirate Nashville.

I shall expect of you a strict impartiality in this matter.

I am, &c.,

J. AUG'S CRAVEN.

[Inclosure No. 4.]

Captain Patey to Commander Peagram, C. S. N.

ADMIRALTY OFFICE,
Southampton, January 11, 1862.

SIR: I have the honor to acquaint you that I have received orders with respect to the ship under your command and the Tuscarora, to detain one vessel until the other has had twenty-four hours' start.

I am, &c.,

C. G. E. PATEY.

[Inclosure No. 5.]

*Commander Peagram, C. S. N., to Captain Patey.*NASHVILLE, SOUTHAMPTON, *January 21, 1862.*

SIR: I have the honor to acknowledge the receipt of your letter of to-day's date, intimating to me that in the event of the Tuscarora proceeding to sea, the ship under my command is not to leave until twenty-four hours shall have elapsed after the Tuscarora's departure, and I beg to assure you that I shall rigidly conform to the instructions of your government in this respect, and you may depend that nothing whatever shall be done on my part to infringe the neutrality of this port.

I have, &c.,

R. B. PEAGRAM.

[From British Blue Book, "North America," No. 6, 1862, p. 23.]

No. 34.

*The Secretary to the Admiralty to Mr. Hammond.*ADMIRALTY, *January 15, 1862.*

SIR: I am commanded by my lords commissioners of the admiralty to send you herewith, for the information of Earl Russell, a copy of a letter, dated the 14th instant, from Captain Patey, relative to the American vessels Tuscarora and Nashville, now at Southampton.

I am, &c.,

W. G. ROMAINE.

P. S.—Tuscarora weighed and passed Calshot at 2 p. m. to-day, in a fog.

W. G. R.

[Inclosure.]

Captain Patey to the Secretary to the Admiralty.

[Extract.]

SOUTHAMPTON, *January 14, 1862.*

I have the honor to acquaint you, for the information of the lords commissioners of the admiralty, that in carrying out their lordships' orders, as conveyed to me by your telegram received at 2.15 a. m. of the 12th instant, I proceeded early in the morning of that date on board the Nashville, lying in the docks, and after some conversation with the commander of that vessel, who met me in the most conciliatory spirit, showing the greatest anxiety not to do anything which could in the slightest degree tend to infringe the neutrality of this port; and after which conversation I handed him my letter, and requested, if he saw no objection, he would give me a written acknowledgment, which would embody what he had already stated. This he immediately did.

After communicating with the Nashville, it then blowing a heavy gale of wind, I was unable to communicate with the Tuscarora until two p. m. of the same day, when I succeeded in obtaining a tug, and by that means reached the Tuscarora in the stream, on board which ship I was received by her commander, whom I informed of my orders. After a discussion on various points involved in the question of neutrality, I placed in his hands the communication which I had addressed to him. At the same time I stated that, to prevent any possible misunderstanding in the matter, I would be glad to receive a written reply from him, which, after some hesitation, and desultory remarks respecting the Nashville, and the so-called Confederate States of North America generally, to which that vessel belongs, he complied, and handed me a letter in which the specified twenty-four hours were omitted. In pointing out this grave omission, to which he did not agree with me in attaching the same importance, after some further discussion, however, he wrote and gave to me the letter, copy of which is already in their lordships' possession, remarking that he looked to me to exercise the strictest impartiality between himself and the pirate Nashville, as he termed that vessel.

I thought it as well, while on board the Tuscarora, to refer to the fact of his having sent officers and men into the docks to watch the Nashville, and also to point out that a boat from his ship, apparently armed, had been observed pulling in and out of the docks, without landing, during the night.

He observed that this should not be repeated; and it was at this moment he made the remark, before referred to, with regard to my exercising a strict impartiality between him and the Nashville.

I have not failed to point out to Captain Willcox, of her Majesty's ship Dauntless, what steps I have considered it necessary to take in this matter; and my proceedings, more fully detailed in this letter, will, I trust, meet their lordships' approval.

Mr. Adams to Mr. Seward.

[Extract.]

No. 103.]

LEGATION OF THE UNITED STATES,
London, January 17, 1862.

SIR: The arrival of the Tuscarora at Southampton has had the effect of materially changing the purposes of the confederate emissaries, at

the same time that it has created great uneasiness on the part of the government, from the fear of some violation of neutrality and a conflict within British jurisdiction.

I received a note from Lord Russell on this subject, a copy of which I transmit herewith. In consequence of it, I immediately wrote letters to Captain Craven, as well as to Captain Britton, the consul at Southampton, enjoining it upon both of them to see that no just cause of complaint be given; to which I have every reason to believe they will pay every attention. In the mean while the Nashville is fearful of attempting to go out in the face of so formidable an opponent. There is reason to believe that so many of her crew have deserted as to make her departure in her present character very doubtful. Rumors have been currently circulated at Southampton that she has been sold, and is to be put under British colors as a merchantman. This is doubtless one of the devices for escape which have been under consideration.

The difficulty in the way probably is, that the means have not yet been found of evading the requisitions of the British law of assignment of vessels, which are all based upon a transfer, *bona fide*, from legitimate owners to real purchasers. But so great must be the expense of keeping her in her present state of confinement, and so little is she really fit for the service in which she has been enlisted, that it would not surprise me at all if some *bona fide* operation of the kind were ultimately effected.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *January 10, 1862.*

SIR: I have just been informed that armed men were found last night watching the Nashville in Southampton docks, and that they were discovered by Mr. Hodge, the dock superintendent, close at the Nashville's bows.

I think it necessary to state to you that, except in case of stress of weather forcing them to land, her Majesty's government cannot permit armed men in the service of a foreign government to land upon British ground.

I therefore request that you will inform the captain of the federal steamer in Southampton waters that he must refrain from acts of this kind, which may lead to a collision between his men and the British authorities.

I have also to inform you that no act of hostility can be permitted between the federal steamer and its enemy within British waters, and that orders to that effect will be issued to the board of admiralty.

In the case of the Nashville leaving British waters, the federal steamer of war will not be permitted to start from British waters in pursuit of her till after the expiration of twenty-four hours.

The same rule will be applied to the vessels of the so-called Confederate States.

I am, &c.,

RUSSELL

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

From the British Blue Book, "North America," No. 6, 1862, p. 24.]

No. 35.

The Secretary to the Admiralty to Mr. Hammond.

ADMIRALTY, January 22, 1862.

SIR: I am commanded by my lords commissioners of the admiralty to acquaint you, for the information of Earl Russell, that at eight o'clock on the 20th instant the United States corvette Tuscarora left her moorings, but it could not then, on account of the state of the weather, be ascertained whither she proceeded, but yesterday morning she was discovered to be at anchor just outside Calshot castle.

This morning she is reported again to have returned to her former position in Southampton water.

I am, &c.,

W. G. ROMAINE.

Mr. Adams to Mr. Seward.

[Extract.]

No. 105.]

LEGATION OF THE UNITED STATES,
London, January 24, 1862.

SIR: * * * * *

In the mean while the relative position of the Nashville and of the Tuscarora, in the harbor of Southampton, remains unchanged. On the other hand, the Sumter, having been warned to leave Cadiz, has put into Gibraltar, after capturing two vessels. This tendency to take refuge in British ports is becoming so annoying to the government here, that I shall not be surprised if the limit of twenty-four hours' stay be soon adopted.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,

Secretary of State.

[From British Blue Book, "North America," No. 6, 1862, p. 24.]

No. 36.

The Secretary to the Admiralty to Mr. Hammond.

ADMIRALTY, January 26, 1862.

SIR: I am commanded by my lords commissioners of the admiralty to transmit herewith, for the information of Earl Russell, copy of a letter from Captain Patey, R. N., and of the reply thereto, relative to the American vessels Tuscarora and Nashville. I am further to acquaint you that orders for her Majesty's ship Shannon to proceed to Southampton as soon as possible have been sent to the commander-in-chief at Portsmouth.

I am, &c.,

W. G. ROMAINE.

[Inclosure No. 1.]

Captain Patey to the Secretary to the Admiralty.

[Extract.]

SOUTHAMPTON, January 25, 1862.

I have the honor to request you will be pleased to bring under the consideration of the lords commissioners of the admiralty whether it is intended to allow the American federal ship of war Tuscarora, and the vessel of war Nashville of the so-styled Confederate States of North America, to remain at this port for an indefinite period.

The Nashville's necessary defects have been made good, and she has been coaled; and judging from the frequent movements of the Tuscarora up and down the Southampton water, including one trip through the Needles and round the Isle of Wight, that that ship is in all respects ready for sea, I am induced to bring this matter under the notice of their lordships, because it appears to me, from the course pursued, and avowedly so made known to me by the captain of the Tuscarora in a conversation which I have had with that officer, he will do his utmost to render the rule of twenty-four hours' start, which the Nashville may be inclined to take advantage of, null and void, by constantly keeping up his steam, and having slips on his cable; so that the moment Nashville moves Tuscarora will precede her, and at once claim priority of sailing, returning to this port again within the lapse of twenty-four hours. It hence follows that Nashville is closely blockaded in a neutral port, and this is, without doubt, the special object of the Tuscarora's visit to Southampton.

I would also beg to point out to their lordships the possibility of the Tuscarora and Nashville coming into collision in a narrow channel, and at night, and the probability of the Tuscarora, supposing that the other ship had purposely run into her, opening fire on her, and hence bringing on a grave difficulty in the matter. Under all the circumstances of this peculiar case, I think it my duty to make this communication to their lordships that they may take such steps as may by them be deemed necessary, respectfully submitting that the commanders of the Tuscarora and Nashville, respectively, should be called upon to give me a written notice of the date and hour they intend to proceed to sea, and that having received such notice from either one, the other should be immediately notified of the fact, and that he would not be allowed to follow until twenty-four hours had elapsed.

[Inclosure No. 2.]

The Secretary to the Admiralty to Captain Patey.

ADMIRALTY, January 25, 1862.

SIR: With reference to your letter of to-day's date, I am commanded by my lords commissioners of the admiralty to signify their direction to you to communicate with the commanders of the Tuscarora and Nashville, and to inform them that, by their lordships' order, you are to obtain from them written promises not to leave their present position without giving you twenty-four hours' notice of their intention to depart.

My lords have given this direction, which is not opposed to the rules of international usage, in order to prevent the possibility of a collision between the vessels of the belligerent powers; and in consequence of the

evident state of preparation for immediate movement which is maintained on the part of the Tuscarora.

I am, &c.,

W. G. ROMANE.

[From British Blue Book, "North America," No. 6, 1862, p. 25.]

No 37.

The Secretary to the Admiralty to Mr. Hammond.

ADMIRALTY, January 27, 1862—2 p. m.

SIR: I am commanded by my lords commissioners of the admiralty to acquaint you, for the information of Earl Russell, that the following telegram has just been received from Captain Patey, at Southampton:

"Tuscarora has notified intention to put to sea to-morrow at 11 a. m."

And that my lords have answered by telegram—

"Tuscarora to be allowed to proceed; acquaint Nashville."

I am, &c.,

W. G. ROMANE.

[From British Blue Book, "North America," No. 6, 1862, p. 25.]

No. 38.

Mr. Layard to the Secretary to the Admiralty.

FOREIGN OFFICE, January 28, 1862.

SIR: I have laid before Earl Russell your letter to Mr. Hammond of yesterday's date, reporting the answer which the lords commissioners of the admiralty had sent by telegraph to a telegram from Captain Patey, announcing that the Tuscarora had notified her intention to proceed to sea at 11 a. m. this day.

I am, &c.,

A. H. LAYARD.

[From British Blue Book, "North America," No. 6, 1862, p. 25.]

No. 39.

The Secretary to the Admiralty to Mr. Hammond.

ADMIRALTY, January 28, 1862.

SIR: I am commanded by my lords commissioners of the admiralty to acquaint you, for the information of Earl Russell, that the inclosed telegram has been received from the senior officer of her Majesty's ships at Southampton, respecting the departure of the United States vessel of war Tuscarora.

I am, &c.,

W. G. ROMANE.

[Inclosure.]

Captain Patey to the Secretary to the Admiralty.

[Telegraphic.]

SOUTHAMPTON, *January 28, 1862.*

Have received letter from the Tuscarora: "In consequence of weather, departure deferred until to-morrow, or first fine day."

Replied, "Could not see anything in the state of the weather to prevent his proceeding to sea," and requested "he would lose no time in leaving Southampton water, and proceeding to sea."

[From British Blue Book, "North America," No. 6, 1862, p. 26.]

No. 40.

*The Secretary to the Admiralty to Mr. Hammond.*ADMIRALTY, *January 29, 1862.*

SIR: I am commanded by my lords commissioners of the admiralty to acquaint you, for the information of Earl Russell, that at 8.10 a. m. to-day the Tuscarora weighed, and proceeded down Southampton water.

I am, &c.,

W. G. ROMANE.

[From British Blue Book, "North America," No. 6, 1862, p. 28.]

No. 42.

*The Secretary to the Admiralty to Mr. Hammond.*ADMIRALTY, *January 29, 1862.*

SIR: With reference to my letter of yesterday, I am commanded by my lords commissioners of the admiralty to send you herewith, for the information of Earl Russell, a copy of a letter from Captain Patey, dated the 28th instant, and of its inclosures, relative to the United States vessel of war Tuscarora having deferred her departure from Southampton water.

I am, &c.,

W. G. ROMANE.

[Inclosure No. 1.]

*Captain Patey to the Secretary to the Admiralty.*SOUTHAMPTON, *January 28, 1862.*

SIR: I have the honor to inclose, for the information of the lords commissioners of the admiralty, copy of a letter which I received this morning from the commander of the Tuscarora, with copy of my reply thereto. I have not up to this hour, 5.30 p. m., received any further communication

from Commander Craven, nor is there the least sign of the Tuscarora proceeding to sea, although the weather continues moderate.

I beg to acquaint their lordships that her Majesty's ship Shannon arrived and anchored just inside Calshot at nine this morning.

I am, &c.,

C. PATEY.

[Inclosure No. 2.—Commander Craven, U. S. N., to Captain Patey, January 28, 1862.]

[Inclosure No. 3.—Captain Patey to Commander Craven, U. S. N., January 28, 1862.]

[For the two inclosures above referred to see dispatch No. 108 of Mr. Adams to Mr. Seward, dated January 30, 1862, *post*.]

[From British Blue Book, "North America," No. 6, 1862, p. 28.]

No. 43.

Mr. Layard to the Secretary to the Admiralty.

FOREIGN OFFICE, *January 30, 1862.*

SIR: I am directed by Earl Russell to transmit to you a copy of a note from Mr. Adams, &c., inclosing copies of Captain Patey's correspondence with the commander of the Tuscarora, respecting the proceedings of that vessel, and commenting upon the terms of Captain Patey's letter to Commander Craven of the 28th instant. I also transmit to you a copy of the note which Lord Russell is about to address to Mr. Adams in reply; and in conformity therewith I am to request that you will move the board of admiralty to enable Lord Russell to give a precise answer as to the proceedings to which Mr. Adams refers.

I am, &c.,

A. H. LAYARD.

[For inclosures see Mr. Adams's dispatch to Mr. Seward, No. 108, dated January 30, 1862, *post*.]

Mr. Adams to Mr. Seward.

[Extract.]

No. 108.]

LEGATION OF THE UNITED STATES,
London, January 30, 1862.

SIR: I transmit herewith copies of a correspondence between Captain Patey, senior officer at Southampton, and Commander Craven, of the Tuscarora, which were furnished to me by the latter, as a basis of complaint against the government here.

Although not altogether convinced that that complaint is well founded, I thought there was sufficient ground for it to justify a request for an explanation. To that end I yesterday addressed a note to Lord Russell, a copy of which is also sent. I think it will turn out that a similar notice has been given to both vessels, and that the unexpected refusal of Captain Craven to depart was suspected to be in violation of the spirit of his engagement. Should a reply from his lordship be received

before the departure of this dispatch, a copy of it will also accompany it.

* * * * *

I do not furnish any further accounts of the movements made at the various ports of the kingdom in aid of the insurgents, for the reason that the respective consuls are believed to be so active in forwarding the information as to render the labor on my part superfluous.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, January 29, 1862.

MY LORD: I have the honor to submit to your lordship's consideration copies of certain letters, transmitted to me by Commander Craven, of the United States corvette the *Tuscarora*, now at Southampton.

It would appear, from the tenor of this correspondence, as if a different rule were about to be applied by her Majesty's government to the armed ships of the United States from that which has been extended to their enemies. As I cannot permit myself for a moment to believe the existence of any such intention, I feel myself constrained to apply to your lordship for such an explanation of the terms of Captain Patey's note of the 28th instant as may reconcile the apparent inconsistency which it involves.

Whilst I deem it needless to assure your lordship of the desire of my government to abstain from any and all acts which would tend, in the remotest degree, to a violation of the laws of neutrality within the jurisdiction of her Majesty, it would, at the same time, be a source of great regret if even a shadow of ground should be given to the idea that at least an equal degree of comity is not extended to them with that which has been granted to persons committing the most hostile acts against their authority.

I pray, &c.,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Captain Patey to Commander Craven, U. S. N.

ADMIRALTY OFFICE,
Southampton, January 26, 1862.

SIR: I have the honor to state that I am directed to obtain from you, as well as from the commander of the *Nashville*, a written promise that you will not leave your present position without giving me twenty-four hours' notice of your intention to depart.

I am, &c.,

CHAS. G. E. PATEY.

Commander Craven, U. S. N., to Captain Patey.

UNITED STATES STEAMER TUSCARORA,
Southampton, January 26, 1862.

SIR: I have the honor to acknowledge the receipt of your letter of this day.

I most cheerfully agree to the requirement of giving you twenty-four hours' notice of my intention to depart from this anchorage.

I am, &c.,

J. AUG'S CRAVEN.

Commander Craven, U. S. N., to Captain Patey.

UNITED STATES STEAMER TUSCARORA,
Southampton, January 27, 1862.

SIR: I have the honor to inform you that I intend to proceed to sea to-morrow (Tuesday) at 11 a. m.

I am, &c.,

J. AUG'S CRAVEN.

Captain Patey to Commander Craven, U. S. N.

ADMIRALTY OFFICE,
Southampton, January 27, 1862.

SIR: I have the honor to acknowledge the receipt of your letter of this day's date, acquainting me that you intend to proceed to sea to-morrow (Tuesday) at 11 a. m. A notification of your intention so to proceed has been communicated by me to the lieutenant commanding the Nashville.

I am, &c.,

CHAS. G. E. PATEY.

Commander Craven, U. S. N., to Captain Patey.

UNITED STATES STEAMER TUSCARORA,
Southampton, January 28, 1862.

SIR: I have the honor to advise you that, in consequence of the inclemency of the weather, I shall defer my departure until to-morrow, (Wednesday,) or the first fair day.

I am, &c.,

J. AUG'S CRAVEN.

Captain Patey to Commander Craven, U. S. N.

ADMIRALTY OFFICE,
Southampton, January 28, 1862—11 a. m.

SIR: I have the honor to acknowledge the receipt of your letter of this day's date, advising me that, in consequence, as you allege, of the inclemency of the weather, you intend to defer your departure until to-morrow, (Wednesday,) or the first fair day.

Not seeing anything in the state of the weather to prevent your

proceeding to sea in accordance with the intimation expressed in your letter to me of yesterday, I have to request that you will lose no time in leaving the Southampton waters, and proceeding to sea accordingly.

Having received from you a written notification of your intention to proceed to sea this day at 11 a. m., I did not deem it necessary to convey to you my instructions, which were "to desire that you would leave the Southampton waters and proceed to sea to-day at twelve o'clock at noon."

I am, &c.,

CHAS. G. E. PATEY,
Captain, Superintendent, Senior Officer.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *January 30, 1862.*

SIR: I have had the honor to receive your letter of the 29th instant, inclosing certain correspondence transmitted to you by Commander Craven, of the United States corvette the *Tuscarora*.

I can assure you it has been the earnest desire of her Majesty's government to apply the same equal rule to the armed ships of the United States and to those of their enemies.

It has been difficult to apply to the *Tuscarora*, however, rules which would put her exactly on an equality with the *Nashville*, for reasons which can only be explained by a detail of the facts.

For this purpose, the best course will be that I should refer your letter to the board of admiralty, with a view to obtain a precise answer as to the proceedings to which you refer.

In the mean time, I have to inform you that stringent rules, for the purpose of preventing any infringement of her Majesty's neutrality during the present unhappy contest, are about to be promulgated.

I am, &c.,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *February 1, 1862.*

SIR: I have now the honor to send you a summary of the proceedings of the board of admiralty in regard to the *Tuscarora* and *Nashville* in Southampton waters.

I think you will see from this summary that her Majesty's government have reason to complain of the conduct of the commander of the *Tuscarora*, as an attempt to carry on hostilities in the waters of a neutral.

I have the honor, also, to inclose a copy of the *London Gazette*,* containing the rules which I mentioned to you in a previous letter.

I am, &c.,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

* Printed under Port Regulations, with No. 156 from British Blue Book, "North America," No. 1, 1862, Vol. 1, p. 349.

Statement of facts with regard to the Tuscarora, United States vessel of war, and the Nashville, a vessel belonging to the so-styled Confederate States.

November 21, 1861. Nashville arrived at Southampton, and taken into dock for calking and other repairs.

December 15. Tuscarora arrived, and anchored off entrance to river Itchen.

December 23. Captain Patey reported no repairs had been made in Nashville beyond what were absolutely necessary, and that she had not been in any way equipped more completely as a man-of-war.

January 10, 1862. Captain Patey reported that dockmaster at Southampton had, on previous night, found two officers (one with side-arms) and three men belonging to Tuscarora under Grading dock fence on pier between docks; they stated that they were stationed there by their captain's orders to watch Nashville, and to make a signal to their own ship should Nashville attempt to get under way. Dockmaster removed these persons.

January 10. Captain Patey also reported that Tuscarora had received one hundred and fifty tons of coal, and had kept her steam up since her arrival, with a spring on her cable, apparently ready for sea.

January 11. Captain Willcox, of her Majesty's ship Dauntless, stationed in Southampton water, informed captains of Tuscarora and Nashville that he had observed preparations for their departure, and had instructions to prevent any hostilities in British waters, and brought to their notice that the law of nations requires that twenty-four hours should elapse before the departure of one belligerent ship from a neutral port in pursuit of another; Captain Patey, as senior officer at Southampton, also informed captains of Tuscarora and Nashville that he had received orders to detain one vessel until the other had twenty-four hours' start. Captains of two vessels answered they would conform to law; and Captain Craven (of Tuscarora) claimed right of free access to, and egress from, "waters of a nation believed to be in amity with United States," trusting that strict impartiality would be observed between the two vessels. In reply, Captain Patey referred to fact of Captain Craven having sent officers and men into docks to watch Nashville, and also pointed out that a boat, apparently armed, from the Tuscarora, had been observed pulling in and out of the docks, without landing, during the night. Captain Craven gave assurance that this would not be repeated.

January 13. Tuscarora left anchorage at 4 a. m., and proceeded to anchor one mile west of Calshot light-ship. Returned at 4 p. m. to former anchorage at entrance of Itchen River.

January 15. Tuscarora at 2 p. m. weighed, and passed Calshot.

January 16. At 2 p. m. returned to original anchorage.

January 20. At 8 p. m. proceeded down Southampton water, and anchored outside Calshot castle.

January 22. At 10 a. m. returned to anchorage at mouth of Itchen River.

January 25. Captain Patey reported Nashville coaled, and necessary repairs completed, and Tuscarora ready for sea; also, that, in conversation with him, Captain Craven, of Tuscarora, had avowed that he would do his utmost to render rule as to twenty-four hours' start null and void, by constantly keeping up steam, and having slips on her cable, so that the moment Nashville might move Tuscarora would precede her, and claim priority of sailing, returning again within twenty-four hours, and so actually blockading Nashville in a neutral port.

January 26. Under instructions, Captain Patey obtained written promises from captains of Tuscarora and Nashville not to leave their then positions without giving twenty-four hours' notice.

January 27. In order to prevent any hostile proceedings between the two vessels in British waters, a messenger was dispatched in the morning to Southampton with instructions to Captain Patey to require Nashville to depart by twelve o'clock at noon, on Tuesday, the 28th January, and Tuscarora on following day at same hour; but at 1 p. m., and before receiving these last-mentioned instructions, Captain Patey telegraphed that captain of Tuscarora had notified to him that that ship would put to sea on the following day, namely, on the 28th January, at 11 a. m. To this telegram an answer was at once sent that Tuscarora was accordingly to be allowed to proceed first; and, under the circumstances, Captain Patey did not think it necessary to acquaint the captain of Tuscarora of the orders he (Captain Patey) received subsequently, (on the afternoon of the 27th,) requiring the ship to quit Southampton.

January 28. Captain of Tuscarora reported by letter to Captain Patey that he should defer departure, in consequence of inclemency of weather, until 29th, or first fine day. Captain Patey, in answer, told Captain Craven that he saw nothing in the state of the weather to prevent Tuscarora proceeding, and requested she would lose no time in doing so, observing that, having received from Captain Craven a written notification of his intention to proceed on the 27th, at 11 a. m., he (Captain Patey) had not deemed it necessary to convey to Captain Craven the instructions he had received for Tuscarora to leave Southampton at noon on the 28th.

January 28. Captain Patey directed by telegraph not to take any steps, at present, to compel Tuscarora's departure.

January 29. At 8.10 a. m. Tuscarora proceeded down Southampton water.

January 30. Captain Patey, by telegraph, reports Tuscarora at 2 p. m. remains in Yarmouth Roads, and he asks for instructions as to Nashville's departure. Informed, in reply, that the time of Nashville's departure will date from hour Tuscarora shall really go to sea, in accordance with notice.

ADMIRALTY, *January 30, 1862.*

Mr. Dudley to Mr. Seward.

[Extract.]

No. 13.]

UNITED STATES CONSULATE,
Liverpool, February 4, 1862.

SIR: * * * * * * *

The Nashville left Southampton last evening and has gone to sea. The Tuscarora, with steam up, is detained for twenty-four hours by the British steamship Shannon, which lies alongside, with guns loaded and port-holes opened.

* * * * * * *

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Seward to Mr. Adams.

[Extract.]

No. 179.]

DEPARTMENT OF STATE,
Washington, February 5, 1862.

SIR: Your dispatch of January 17, No. 103, fell upon the department as merely a small part of the largest foreign mail ever received here, and only after such delays as left insufficient time to dispose of the same before the departure of the outgoing steamer.

I approve entirely of your proceeding in regard to the Nashville, while I hail the solicitude of the British government for the preservation of peace in the British waters as a favorable indication. I have given to the Navy Department the information received from you concerning the probable attempt to transfer the Nashville to British owners.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Mr. Seward.

[Extract.]

No. 112.]

LEGATION OF THE UNITED STATES,
London, February 7, 1862.

SIR: I regret to be compelled to inform you that the Nashville has escaped. As early as the 2d instant Captain Craven wrote to me from Portland of his intention to abandon the pursuit, and to turn his attention to the Sumter, at Gibraltar.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Allen to Mr. Seward.

[Extract.]

No. 6.]

CONSULATE OF THE UNITED STATES,
Bermuda, February 20, 1862.

SIR:

I herewith inclose paper No. 1, copy of a communication received this day from Governor Ord, in relation to the formation of a coal depot here.

With much respect, I am, sir, your obedient servant,

C. M. ALLEN, *Consul.*

Hon. WILLIAM H. SEWARD,
Secretary of State.

Governor Ord to Mr. Allen.

MOUNT LANGTON,
Bermuda, February 19, 1862.

SIR: It having been intimated to me that vessels laden with coals and consigned to you have recently arrived in the port of St. George's, for the purpose of forming there a coal depot for the use of the war steamers of the United States Navy, it is my duty to acquaint you that the government of her Britannic Majesty has determined not to allow the formation in any British colony of a coal depot for the use of their vessels of war, either by the government of the United States or of the so-styled Confederate States.

I have the honor to be, sir, your most obedient, humble servant.
H. ST. GEORGE ORD,
Governor and Commander-in-Chief.

C. M. ALLEN, Esq.,
United States Consul.

Mr. Allen to Mr. Seward.

[Extract.]

No. 6.]

CONSULATE OF THE UNITED STATES,
Bermuda, February 20, 1862.

SIR: I beg to inform you that the rebel steamer Nashville arrived at these islands this p. m., reported seventeen days from Southampton, England, short of coal. I shall do all I can to prevent her getting coal.

I am informed her armament is the same as when here last fall, but the vessel has changed some in appearance, having had her masts shortened, and some alterations about her head. She has but little cargo, if any.

With much respect, I am, sir, your obedient servant,
C. M. ALLEN, *Consul.*

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Allen to Mr. Seward.

No. 7.]

CONSULATE OF THE UNITED STATES,
Bermuda, February 22, 1862.

SIR: I have the honor to inform you the steamer Nashville is still here, and is obtaining a supply of coals from the British ship Mohawk. They report having seen no vessel on the passage hither from England. I understand it is their intention to go from here immediately home.

I am, sir, with much respect, your obedient servant,
C. M. ALLEN, *Consul.*

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Allen to Mr. Seward.

No. 8.]

CONSULATE OF THE UNITED STATES,
Bermuda, February 25, 1862.

SIR: I beg to inform you that the steamer Nashville left here yesterday, after taking on board one hundred and fifty tons of coal, and all of the crew and master of the schooner Pearl, recently arrived here from Newbern, North Carolina. She left these islands under escort of her Majesty's steamer Spiteful, and, from all the information I can gather, I think she will go direct to Charleston, or vicinity.

I am reliably informed that a large portion of her crew were confined below deck while in port here.

I am, sir, your obedient servant,

C. M. ALLEN, *Consul.*

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Seward to Mr. Adams.

[Extract.]

No. 195.]

DEPARTMENT OF STATE,
Washington, February 26, 1862.

SIR: Your dispatch of February 7, No. 112, has been received.

Captain Craven has submitted to the Secretary of the Navy very full reports of his proceedings at Southampton, and the reasons upon which they were conducted. Until something further shall be known there would seem to be no urgent reasons for my dwelling upon the subject in this correspondence. It is to be hoped that the pirates will find no sufficient encouragement to induce them to continue their operations in European waters. The desperate condition of the insurrection in the ports and on the coasts of our own country will probably operate against extensive operations on their part abroad.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

[From British Blue Book, "North America," No. 1, 1863, p. 41.]

No. 46.

Earl Russell to Lord Lyons.

[Extract.]

FOREIGN OFFICE, *November 28, 1862.*

Although the matter to which I now refer is not of recent date, I think it as well that a formal record should exist of the language held by Viscount Palmerston to Mr. Adams, in a conversation which took place in the early part of the present year, when the United States steamer Tuscarora and the confederate steamer Nashville were in British waters.

Lord Palmerston stated to Mr. Adams on the occasion in question,

that her Majesty's government could not permit any interference with any vessel, British or foreign, within British waters; that with regard to vessels met with at sea, her Majesty's government did not mean to dispute the belligerent rights of the United States ships of war to search them, but that the exercise of that right, and of the right of detention in certain conditions, must in each case be dealt with according to the circumstances of the case; and that it was not necessary for him to discuss such matters then, because they were not in point; but that it would not do for the United States ships of war to harass British commerce on the high seas, under pretense of preventing the confederates from receiving things that are contraband of war.

I took an opportunity of mentioning to Mr. Adams the account which Lord Palmerston had given me of the language which he had thus held, and Mr. Adams agreed in its accuracy.

THE FLORIDA.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 13.]

UNITED STATES CONSULATE,
Liverpool, February 4, 1862.

SIR: In my last two dispatches I called attention to the iron screw steam gunboat Oretto, or Oretis, being built at Liverpool and fitted out by Fawcett, Preston & Co. She is now taking in her coal, and appearances indicate that she will leave here the latter part of this week without her armament. The probabilities are she will run into some small port and take it and ammunition on board. This of itself is somewhat suspicious. They pretend she is built for the Italian government, but the Italian consul here informs us that he knows nothing about it, has no knowledge whatever of any vessels being built for his government. There is much secrecy observed about her and I have been unable to get anything definite, but my impressions are strong that she is intended for the southern confederacy. I have communicated my impressions and all the facts to Mr. Adams, our minister at London. She has one funnel, three masts, bark-rigged, eight port-holes for guns on each side, and is to carry sixteen guns.

* * * * *

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 18.]

UNITED STATES CONSULATE,
Liverpool, February 19, 1862.

SIR: * * * * *

I do not think there is any doubt but what she (the Florida) is intended for the so-called southern confederacy. Information from many

different sources all confirm it, and some of the southern agents have admitted it. On Friday night last, her gun carriages in pieces and some in a rough state were taken on board and put down in the hold. It is understood that her guns are at the foundry of Fawcett, Preston & Co. It is probable they may be taken on in boxes and mounted after they get out to sea, but I have nothing to warrant this supposition, except the fact of the gun carriages being taken on board in the night time and in the manner they were. She will be quite equal in strength and armament to the Tuscarora when completed. She made a trial trip of twenty miles yesterday. I have made this vessel the subject of two dispatches to Minister Adams, and communicated to him all the particulars.

* * * * *

I have the honor to be your obedient servant,

THOMAS H. DUDLEY,
United States Consul.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Mr. Seward.

No. 123.]

LEGATION OF THE UNITED STATES,
London, February 27, 1862.

SIR : In consequence of information furnished to me by the consul of the United States at Liverpool of certain suspicious movements at that port, I have felt it my duty to make a representation to Lord Russell of the facts attending the outfit of the steam gunboat Oreto, and to ask an investigation. Copies of the notes that have passed on this subject are herewith transmitted.

Presuming that you are in constant receipt of intelligence from the consuls in the various ports of the preparation of vessels with supplies of all sorts intended to run the blockade of the southern ports, I do not attempt to furnish the information which I obtain. The temptation of rising prices will, of course, stimulate these ventures just so long as there shall be any reasonable chance of escaping the vigilance of our cruisers.

There seems to be less and less disposition to press complaints about the blockade. The remarks attributed to M. Billault, in the senate of France, leave little further hope of co-operation against it from that quarter.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, February 18, 1862.

MY LORD : I have the honor to submit to your consideration the copy of an extract of a letter addressed to me by the consul of the United

States at Liverpool, going to show the preparation at that port of an armed steamer evidently intended for hostile operations on the ocean. From the evidence furnished in the names of the persons stated to be concerned in her construction and outfit, I entertain little doubt that the intention is precisely that indicated in the letter of the consul—the carrying on war against the United States. The parties are the same which dispatched the Bermuda laden with contraband of war at the time, in August last, when I had the honor of calling your lordship's attention to her position, which vessel then succeeded in running the blockade, and which now appears to be about again to depart on a like errand.

Should further evidence to sustain the allegations respecting the Oreto be held necessary to effect the object of securing the interposition of her Majesty's government, I will make an effort to procure it in a more formal manner.

I pray your lordship to accept the assurance of the highest consideration with which I have the honor to be your most obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Mr. Dudley to Mr. Adams.

[Extract.]

UNITED STATES CONSULATE,
Liverpool, February 17, 1862.

SIR: The gunboat Oreto is still at this port. She is making a trial trip in the river to-day. No armament as yet on board. She has put up a second smoke stack since I wrote to you; she therefore has two funnels, three masts, and is bark-rigged. I am now informed that she is to carry eight-rifled cannon and two long swivel guns on pivots so arranged as to rake both fore and aft. No pains or expense has been spared in her construction, and when fully armed she will be a formidable and dangerous craft; in strength and armament quite equal to the Tuscarora; so I should judge from what I learn. Mr. Miller, who built the hull says he was employed by Fawcett, Preston & Co., and that they own the vessel. I have obtained information from many different sources, all of which goes to show that she is intended for the southern confederacy. I am satisfied that this is the case. She is ready to take her arms on board. I cannot learn whether they are to be shipped here or at some other port. Of course she is intended as a privateer. When she sails it will be to burn and destroy whatever she meets with bearing the American flag.

I have the honor, &c., &c.

THOMAS H. DUDLEY,
United States Consul.

CHARLES FRANCIS ADAMS, Esq.,
United States Minister at London.

N. B. The gun-carriages for the Oreto I have just learned were taken on board on Friday night last, in a rough state and taken down in the hold. Fraser, Trenholm & Co. have made advances to Fawcett, Preston & Co., and Miller the builder.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *February 19, 1862.*

SIR: I have the honor to acknowledge the receipt of your letter of yesterday's date, calling the attention of her Majesty's government to a steamer now fitting out at Liverpool, which you state it is believed is about to be dispatched with a view of making war against the people of the United States; and I have to acquaint you that I have lost no time in communicating with the proper department of her Majesty's government on this subject.

I have the honor, &c.

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *February 26, 1862.*

SIR: With reference to my letter of the 19th instant, on the subject of the steamer Oreto, which was believed from reports you had received to be fitting out at Liverpool with a view to acting hostilely against the people of the United States, I have the honor to transmit to you herewith a copy of a letter from the commissioners of customs to the lords commissioners of her Majesty's treasury, reporting the result of the investigations which they have caused to be instituted with regard to the vessel in question.

I have the honor to be, with the highest consideration, sir, your most obedient servant,

RUSSELL.

CHARLES FRANCIS ADAMS, &c., &c., &c.

Report of British Commissioners of Customs.

CUSTOM-HOUSE, *February 22, 1862.*

Your lordships having referred to us the annexed letter from Mr. Hammond, transmitting, by desire of Earl Russell, copy of a letter from Mr. Adams, inclosing an extract of a communication from the United States consul at Liverpool, in which he calls attention to a steam vessel called the Oreto, reported to be fitting out at Liverpool as a southern privateer, and requesting that immediate inquiries may be made respecting this vessel, we report:

That on the receipt of your lordship's reference we forthwith instructed our collector at Liverpool to make inquiries in regard to the vessel Oreto, and it appears from his report that she has been built by Messrs. Miller & Sons for Messrs. Fawcett, Preston & Co., engineers, of Liverpool, and is intended for the use of Messrs. Thomas Brothers, of Palermo, one of that firm having frequently visited the vessel during the process of building.

The Oreto is pierced for four guns, [6†] but she has yet taken nothing on board but coals and ballast. She is not at present fitted for the reception of guns, nor are the builders aware that she is to be supplied with guns while she remains in this country. The expense of her construction has been paid and she has been handed over to Messrs. Fawcett & Preston. Messrs. Miller & Sons state their belief that her destination

is Palermo, as they have been requested to recommend a master to take her to that port, and our collector at Liverpool states that he has every reason to believe that the vessel is for the Italian government.

We beg further to add that special directions have been given to the officers at Liverpool to watch the movements of the vessel, and that we will not fail to report forthwith any circumstances which may occur worthy of your lordship's cognizance.

THOS. F. FREEMANTLE.

GRENVILLE C. L. BERKELEY.

The LORDS COMMISSIONERS of her Majesty's Treasury.

Mr Dudley to Mr Seward.

[Extract.]

No. 25.]

UNITED STATES CONSULATE,
Liverpool, March 1, 1862.

SIR: Day before yesterday I wrote the department that I had obtained evidence that the gunboat Oretto was intended as a privateer, and that she was taking on her provisions, &c. Since then she has been quite busy in taking on provisions. She has a very large quantity, enough for a long cruise. They are getting as many southern sailors as they can. They want one hundred and thirty men if they can procure them. The pilot has been told they would leave to-day; they are only waiting for the arrival of the West India boat at Southampton. The captain who is to command her is to come by this boat. A man by the name of Duguyd, a Scotchman, is to take her out of this port as an English vessel. Her transfer will be made outside. The pilot thinks she will not come back to Liverpool after her trial trip. He is given to understand that she will go to the Isle of Man, then to Holyhead, and some other ports, in one of which her guns will be placed on board, and then she will enter at once on her cruise and sail to the Mediterranean. I have made arrangements by which I think intelligence of her movements will be communicated to me. Yesterday I addressed letters to the consuls on the Mediterranean, and seaports of Spain, Portugal, and some others, advising them of this vessel, and requesting them to report her if she should visit the port. The programme, as laid down to the pilot, may not be carried out, but it looks very probable, when taken in connection with the large supplies of provisions she has received on board.

I am, sir, very respectfully, your obedient servant,

THOMAS H. DUDLEY,
United States Consul.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 27.]

UNITED STATES CONSULATE,
Liverpool, March 5, 1862.

SIR:
Owing, as it is alleged, to the authorities here, the Oretto has been

compelled to register as an English vessel, and be regularly entered, &c. She entered on Saturday last for Palermo (in Sicily) and Jamaica (in the West Indies,) W. C. Miller as owner, and Duguid as commander. Her guns are not on board. She shipped her crew on Monday last. Inclosed find a copy of an agreement given by the captain to one of the men. By it you will see that, while Miller is the owner, Fawcett, Preston & Co. pay the men. I have this document temporarily in my possession. The transfer of the vessel to the southern confederacy will not be made here, but at some place outside; it may be at Palermo or Bermuda, but most likely at some place in the Mediterranean, as the pilot and all the men are now given to understand that they are first to go there. The foreman in Fawcett, Preston & Co. told a young man formerly in the employ of that company that the guns for the Oreto were to be shipped to Palermo and put on board at that place; while another person in their foundery told one of my men that the guns had been sent on the steamer Bermuda, and were to be landed at Bermuda, and that the Oreto was to call there for them. Which of these, or whether either of them is true, I cannot tell, but what gives some strength to the latter statement is, the fact that on Saturday morning last, while the Bermuda was in the river, and just before she sailed, several large cannon were placed on board of her. Both of these persons in the employ of Fawcett, Preston & Co. stated that she was intended for the confederates. The report is that she is to stop at Holyhead. I have sent a man there to watch her, and made arrangements with one of the crew to give information from time to time; made her the subject of a number of communications to Mr. Adams, and on Friday addressed a circular to all our consuls in the Mediterranean, requesting them to look after and report to the department in case she should visit the port. *

* * * * * The provisions of the Oreto are of the very best kind, and very ample, (the pilot says enough to last for a year,) with abundance of wines and liquors for the officers. She sailed from here last evening, the bill of entry says, for Palermo, and Jamaica, in ballast. Her crew shipped consists of fifty-two men.

I have the honor to be, very respectfully, your obedient servant,

THOMAS H. DUDLEY,
United States Consul.

Hon. WILLIAM H. SEWARD,
Secretary of State.

£5.00.] *Agreement made at Liverpool this 3d day of March, 1862.*

Ten days after the ship Oreto sails from the port of Liverpool, the undersigned do here promise and agree to pay to any person who shall advance five pounds—shillings—pence to Thomas Gill, on this agreement, the sum of five pounds—shillings—pence, provided the said Thomas Gill shall sail in the said ship from the said port of Liverpool.

J. L. DUGUID.

Payable at Fawcett, Preston & Co., York Buildings.

Indorsed on the back: "Received the value of the note. Thomas Gill, cook. 3d March, 1862."

Mr. Adams to Mr. Seward.

[Extract.]

No. 128.]

LEGATION OF THE UNITED STATES,
London, March 7, 1862.

SIR: * * * * *

Having received notice of the departure of the *Oreto* for Palermo, I immediately wrote to Mr. Marsh, at Turin, to apprise him of her destination, and likewise to Mr. Sprague, the active consul at Gibraltar, in order that he might establish his communications with the various officers in the Mediterranean as to her ulterior movements. I am glad to hear to-day from him of the arrival at Cadiz of the *Kearsarge*.

I have the honor to be, sir, your obedient servant,
CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Mr. Seward.

[Extract.]

No. 135.]

LEGATION OF THE UNITED STATES,
London, March 27, 1862.

SIR: I have the honor to acknowledge the reception from the department of dispatches numbered from 199 to 208, inclusive.

It will have come to your knowledge, by the reception of my dispatch No. 131, of the 13th of March, that I had already acted in conformity with the suggestions contained in your No. 207, dated on the 11th, by addressing a note to Earl Russell in remonstrance against the notorious activity of the subjects of Great Britain in efforts to set at naught the blockade. To that communication I have not yet received a reply. The reception of a letter from Mr. Dudley, the consul at Liverpool, containing additional information to the same effect, supplied me with a new occasion to write to his lordship in the spirit of your dispatch No. 196, of the 27th of February. A copy of this latest note, dated the 26th instant, is herewith transmitted. After a full conversation with Mr. Morse, we both arrived at the conclusion that the evidence in our possession would not sustain so broad a position as that contemplated in your letter. For whatever may have been the purposes of the confederate emissaries and their friends, pending the difficulties connected with the Trent case, and I am inclined to believe they went to the full extent indicated, I fancy they have shrunk within much smaller compass since that speck of war has disappeared. The activity is now mainly directed to the expediting of every species of supply through the means of steam vessels which may themselves be turned to some account in the way of illicit trade or of piratical warfare. Of these last the *Oreto* seems to be the only one likely to prove formidable. I thought it therefore a good opportunity to place upon his lordship the responsibility of the consequences of permitting himself to be deluded by what I cannot help thinking the willful blindness and credulous partiality of the British authorities at Liverpool. From the experience of the past, I have little or no confidence in the success of any application

that may be made of the kind. It is not the less important, for all that, to perpetuate the testimony for future use. That Great Britain did, in the most terrible moment of our domestic trial in struggling with a monstrous social evil she had earnestly professed to abhor, coldly and at once assume our inability to master it, and then become the only foreign nation steadily contributing in every indirect way possible to verify its prejudgment, will probably be the verdict made up against her by posterity on a calm comparison of the evidence. I do not mean to say that such has been the course of the whole people. A considerable portion of them in all classes have been actuated by nobler views. There is throughout England a great deal of warm though passive sympathy with America. But there is likewise an extraordinary amount of fear, as well as jealousy; and it is these last passions which have pervaded the mass of the governing classes until they have inscribed for the whole nation a moral and political record which no subsequent action will ever avail to obliterate.

* * * * *

I have the honor to be, sir, your obedient servant,
CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

[For dispatch Nos. 196, 131, and 207 above referred to see Vol. I, pp. 344, 525, and 270 respectively.]

Mr. Adams to Earl Russell.

[Extract]

LEGATION OF THE UNITED STATES,
London, March 25, 1862.

MY LORD: I have the honor to submit to your consideration the copy of a letter received from the consul of the United States at Liverpool, touching the case of the steam gunboat *Oreto*, which I have already made the subject of a communication some time ago. It is with great reluctance that I am driven to the conviction that the representations made to your lordship of the purposes and destination of that vessel were delusive, and that though at first it may have been intended for service in Sicily, yet that such an intention has been long since abandoned in fact, and the pretense has been held up only the better to conceal the true object of the parties engaged. That object is to make war on the United States. All the persons thus far known to be most connected with the undertaking are either directly employed by the insurgents in the United States of America, or residents of Great Britain notoriously in sympathy with and giving aid and comfort to them on this side of the water.

It is with the deepest regret that the President directs me to submit to her Majesty's government a representation of the unfortunate effect produced upon the minds of the people of the United States from the conviction that nearly all of the assistance that is now obtained from abroad by the persons still in arms against their government, and which enables them to continue the struggle, comes from the kingdom of Great Britain and its dependencies. Neither is this impression relieved by the information that the existing municipal laws are found to be insufficient, and do not furnish means of prevention adequate to the emer-

gency. The duty of nations in amity with each other would seem to be plain, not to suffer their good faith to be violated by ill-disposed persons within their borders merely from the inefficacy of their prohibitory policy. Such is the view which my government has been disposed to take of its own obligations in similar cases, and such, it doubts not, is that of all foreign nations with which it is at peace. It is for that reason I deprecate the inference that may be drawn from the issue of the investigation which your lordship caused to be made in the case of the *Oreto*, should that vessel be ultimately found issuing safely from this kingdom and preying on the commerce of the people of the United States. Not doubting myself the sincerity and earnest desire of your lordship to do all that is within your power to fulfill every requirement of international amity, it is to be feared that all the favorable effects of it may be neutralized by the later evidence of adverse results. It is no part of my intention to imply the want of fidelity or of good-will in any quarter. I desire to confine myself closely within the pale of my duty, a representation of the precise causes of uneasiness between the two countries, and an earnest desire to remove them. Firmly convinced that the actual position of things in connection with the hostile equipment in British waters by no means does justice to the true disposition of her Majesty's government, I am anxious to place the matter before your lordship in such a light as to obtain the evidence more perfectly to establish the truth.

I am further instructed to say that, well aware of the embarrassment and losses sustained by the nations with which the United States are in amity, through the operation of the restrictive measures to which the government has felt itself obliged to have recourse in its efforts to suppress the insurrection within its borders, it has ever been its desire to hasten the moment when it might be practicable to rescind them, consistently with the attainment of its great object. But to that end much must necessarily depend upon the degree in which co-operation with its policy, or the contrary, may be experienced from without. It is obvious that just in proportion to the success of the efforts made by the ill-intentioned people of foreign countries to violate the blockade must be the endeavors to enforce it with increased stringency. So also in proportion to the success of such persons in supplying, by violation of law, the insurgents with the means of continuing their resistance must be the delay in restoring to all honest people the customary facilities of trade and intercourse to which they are justly entitled. It has not been without great regret that the government has been compelled to observe the extent to which her Majesty's flag has been abused to subserve the purposes of the disaffected, and thus to continue the present depressed condition of legitimate trade. A very great proportion of the vessels which attempt to violate the blockade appear to be fitted out directly from Great Britain or some of her dependencies. The effect of permitting such violations of good faith to go unnoticed by government is not merely to create an unfortunate degree of irritation in America, implicating many far beyond the sphere of the unworthy parties concerned in producing it, but to postpone proportionately the prospect of bringing about a better state of things. It is for this reason, as well as from a desire earnestly felt by the President to maintain unbroken all the customary relations of amity with Great Britain, that I have been directed to make the present representation. Any suggestion of the means best adapted to remedy the evils complained of, is deemed a matter exclusively within the competency of those in whom the decision to act is vested. Disclaiming every wish to solicit more than my government

would in its turn be prepared under similar circumstances to concede, and entertaining full confidence in the disposition of her Majesty's ministers on their part to act to the utmost of their ability in the same spirit, I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Mr. Dudley to Mr. Adams.

UNITED STATES CONSULATE,
Liverpool, March 22, 1862.

SIR: The Oreto is still in the river. A flatboat has taken a part of her armament to her. A part of the crew of the steamer Annie Childs, which came to this port loaded with cotton, have just left my office. They tell me that Captain Bulloch is to command the Oreto, and that four other officers for this vessel came over in the Childs with them. The names of three are Young, Law, and Maffet, or Moffit; the fourth was called Eddy. The two first are lieutenants, and the two last named midshipmen. They further state that these officers during the voyage wore naval uniforms; that they came on the Childs at a place called Smithville, some twenty miles down the river from Wilmington; that it was talked about and understood by all on board that their object in coming was to take command of this vessel which was being built in England for the southern confederacy. They further state that it was understood in Wilmington before they left that several war vessels were being built in England for the South. As they were coming up the river in the Childs as they passed the Oreto she dipped her flag to the Childs. I have had this last from several sources, and the additional fact that the same evening after the arrival of this steamer a dinner was given on the Oreto to the officers who came over in the Childs. I understand she will make direct for Madeira and Nassau.

I have the honor to be your obedient servant,

THOMAS H. DUDLEY.

Hon. CHARLES F. ADAMS,
United States Minister.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 38.]

UNITED STATES CONSULATE,
Liverpool, March 22, 1862.

SIR:

The gunboat Oreto, so often referred to in my communications to the department, was reported in the papers on Wednesday last, as having taken her final departure from this port, but she was back again in the river the same evening.

Information from them, from the pilot who has her in charge, as well as from other confidential sources, leads me to believe that she (the Oreto) will sail from here direct to Madeira and from thence to Nassau, and then will attempt to run into one of the southern ports. I under-

stand that at least a part of her armament together with several cases of small-arms within the last two days have been taken to her on a flat-boat.

I am, sir, your obedient servant,

THOMAS H. DUDLEY,
United States Consul.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Mr. Seward.

[Extract.]

No. 140.]

LEGATION OF THE UNITED STATES,
London, April 3, 1862.

SIR:

I transmit herewith a copy of Lord Russell's note to me of the 27th, in reply to mine of the 25th of March, on the subject of the gunboat Oreto and the agency of British subjects in supplying aid to the rebels. It is pretty much what I expected. The Oreto has sailed from Liverpool.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *March 27, 1862.*

SIR: Upon receiving your letter of the 25th instant I immediately directed that the treasury and customs department should be requested to take such steps as may be necessary to ascertain whether the Oreto is equipped for the purpose of making war on the United States; and, if that fact can be proved, to detain the vessel.

The charge that nearly all the assistance now obtained from abroad by the persons still in arms against the government of the United States, and which enables them to continue the struggle, comes from Great Britain and its dependencies, is somewhat vague. I believe the greater part of the arms and ammunition sent from this country to America during the struggle has gone to the United States.

I agree with you in the statement that the duty of nations in amity with each other is not to suffer their good faith to be violated by ill-disposed persons within their borders, merely from the inefficacy of their prohibitory policy. But it is, at the same time, a duty not to punish persons on suspicion, without any proof of their evil intent. It is not the custom of this country to deprive any person of liberty or property without evidence of some offense. If such evidence can be obtained, the laws are sufficient to prevent the accomplishment of their evil designs against friendly nations.

You have not yourself hitherto furnished me with evidence that any vessel has received a hostile or warlike equipment in British waters,

which has been afterwards used against the United States. The care that was taken to prevent the warlike equipment of the Nashville in British waters must be familiar to your recollection.

With regard to co-operation with the policy of the United States in respect to the blockade, I must remind you that Great Britain has abstained, as far as possible, from complaints of the irregularity of the blockade which has been instituted.

Her Majesty's government have been mindful of the suddenness of the danger with which the United States were threatened; of the inadequacy of the naval force then at the disposal of the government, and of the great difficulty of blockading a coast of three thousand miles. But beyond forbearance and a liberal interpretation of the law of nations in favor of the United States her Majesty's government cannot go. If by co-operation with the policy of the United States is meant either taking part in the civil war still raging, or imposing restraints on the Queen's subjects unknown to international law, I cannot undertake that her Majesty's government will adopt either of those courses. It would be an unheard-of measure to prohibit merchants from sending ships to sea destined to the southern ports. Should such ships attempt to violate the blockade, capture and condemnation are the proper penalty of such attempts. No authority can be found for any other.

But while these attempts are made on the one side, the United States government have willingly received in the ranks of their army British subjects, who violate the Queen's proclamation, in order to serve against the confederates. Nay, the law of the United States, by which parents can prevent the enlistment of their sons, being minors, has been set aside, to the prejudice of British subjects, the fathers and mothers of thoughtless lads of sixteen or seventeen years of age.

These evils are perhaps inseparable from the unhappy contest now carried on in America. I can only trust it may have a speedy termination, suitable to the reputation of the United States, and conducive to the future happiness of all the inhabitants of a country so lately prosperous and united.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 45.]

UNITED STATES CONSULATE,
Liverpool, April 9, 1862.

SIR: * * * *

I inclose you slips from the Mercury of yesterday referring to the Oreto, marked inclosure No. 1.

I am, sir, your obedient servant,

THOMAS H. DUDLEY,
United States Consul.

Hon. WILLIAM H. SEWARD,
Secretary of State.

No. 1.

[From the Liverpool Mercury, April 8, 1862.]

"It is believed that a confederate privateer which is now committing ravages on federal commerce was actually fitted out in this port. Certain correspondence which has passed between Lloyds and the Liverpool underwriters, shows that the latter believe the privateer to be the Oreto, which cleared on the 4th March, in ballast, for Palermo and Jamaica, and sailed from the Mersey on the 22d of the same month."

"It is reported that the Oreto, (s. s.) which cleared 4th March in ballast for Palermo and Jamaica, is intended for the confederate flag, and took her armament on board before she left the river Mersey, on the 22d March."

Mr. Adams to Mr. Seward.

[Extract.]

No. 142.]

LEGATION OF THE UNITED STATES,
London, April 11, 1862.

SIR :

I transmit herewith the copy of a note of Lord Russell, dated the 8th of April, inclosing a second report on the outfit of the Oreto. In spite of the admission that troops and guns are on board, her Majesty's officers still insist upon being blind to the destination of the vessel, and the government tolerates the abuse.

I have the honor to be, sir, your obedient servant,
CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, April 8, 1862.

Lord Russell presents his compliments to Mr. Adams, and, with reference to his letter of the 27th ultimo, has the honor to transmit to him the accompanying copies of a report and its enclosures which have been received from the board of customs respecting the vessel Oreto.

BOARD OF CUSTOMS, Custom-house, April 6, 1862.

To the lords commissioners of her Majesty's treasury :

Your lordships having referred to us the annexed letter from Mr. Hammond, transmitting, by desire of Earl Russell, copy of a further letter addressed by the United States consul at Liverpool to Mr. Adams, the United States minister at this court, in which it is again affirmed that the Oreto is being fitted out as a vessel of war for the southern confederacy, and various statements are reported in support of that assertion, and requesting that your lordships would instruct this board to

give directions that the Oreto might be vigilantly watched, and that if any armament prohibited by the foreign enlistment act should be discovered the vessel might be at once detained, we report. That on the receipt of your lordships' reference we directed our collector at Liverpool immediately to inquire into the further allegations made in regard to the Oreto, and to govern himself in accordance with the instructions contained in Mr. Hammond's letter; and having received the report of the collector, we find that the vessel in question was registered on the 3d ultimo in the name of John Henry Thomas, of Liverpool, as sole owner; that she cleared on the following day for Palermo and Jamaica in ballast, but did not sail until the 22d, the day on which the American consul's letter is dated, having a crew of fifty-two men, all British, with the exception of three or four, one of whom only was an American. She had no gunpowder, nor even a signal gun, and no colors saving Marryatt's code of signals and a British ensign, nor any goods on board excepting the stores enumerated on the accompanying copy of her victualling bill.

With regard to the statements in the letter of the consul, the collector further reports that it is clear the passengers brought by the Annie Childs, the vessel therein mentioned, which has recently arrived from one of the southern States, were not intended to form any portion of the crew of the Oreto, inasmuch as they were still in Liverpool, and that the dipping of the ensign on board the latter vessel on the arrival of the Annie Childs, as far as the collector had been enabled to ascertain, was intended as a compliment to one of the Cunard steamers and another vessel which saluted the Annie Childs on her arrival, the masters of the several vessels being known to one another.

THOS. F. FREEMANTLE.

GRENVILLE C. BERKELEY.

VICTUALLING BILL.

Pilot, —, granted number, (662.)

Port of Liverpool, Oreto.

Bonded and drawback stores in the —, James L. Duguid, master, for Palermo and Jamaica.

Men, 52; passengers or troops, —; guns, —; 178 tons.

Spirits, foreign :	Net quantities taken on board :
Rum, per gallon.....	} 2 cases—54 gallons. 10 cases—20 gallons.
Brandy, per gallon.....	
Geneva.	
Other spirits not sweetened.	
Spirits, British or plantation.	
Rum.	} 8 cases—16 gallons. 12 cases—23½ gallons.
Gin.....	
Whiskey.....	
Other spirits not sweetened.	
Wine.....	} 20 cases—40 gallons.
Wine for drawback	
Beer for drawback.	
Vinegar.	
Tea, per pound.....	} 3 chests, 5 canisters—240 pounds. 4 bags—646 pounds.
Coffee.....	
Coffee, roasted, (for drawback,)	

Spirits, foreign :	Net quantities taken on board :
Cocoa.	1 barrel—1 cwt. 9 lbs. 5 bags, } 13 cwt. 2 qrs. 12 lbs. 5 barrels, }
Cocoa paste.	
Sugar, refined, per cwt.	
Sugar for drawback.	
Sugar, unrefined.	
Molasses.	3 boxes—63 lbs.
Tobacco for drawback, per pound— negrohead.	
roll.	2 boxes—10 pounds. 12 boxes—2 cwt. 1 qr. 26 lbs. 11 jars—2 cwt. 1 qr. 18 lbs.
Cigars.	
Pepper.	
Raisins, per cwt.	
Currants.	
Figs.	
Prunes.	
Plums.	
Sundries.	
Surplus stores.	

Examined.

J. MUDIE SEARCHER, *Collector.*

Cleared March 4, 1862.

SAMUEL WAKEHUM, *Broker.*
Residence, No. 17 Park Lane.

[See trial of the "Oreto" or "Florida" at Nassau. Parliamentary and Judicial Appendix No. 18.]

Mr. Adams to Mr. Seward.

[Extract.]

No. 144.]

LEGATION OF THE UNITED STATES,
London, April 16, 1862.

SIR: I have this morning received dispatches from the department, numbered from 214 to 217, inclusive. I yesterday succeeded in obtaining the expected conference with Lord Russell.

* * * * * In that of the Oreto, upon which I had addressed a note to him, he [said he] had directed an investigation to be made, and the authorities at Liverpool had reported that there was no ground for doubting the legality of her voyage.

I replied that this was exactly what gave such unpleasant impressions to us in America. The Oreto, by the very paper furnished from the custom-house, was shown to be laden with a hundred and seventy tons of arms, and to have persons called troops on board, destined for Palermo and Jamaica. The very statement of the case was enough to show what was really intended. The fact of her true destination was notorious all over Liverpool. No commercial people were blind to it, and the course taken by her Majesty's officers in declaring ignorance only led to an inference most unfavorable to all idea of their neutrality in the struggle. It was just such action as this that was making the difficulties of our government in the way of giving the facilities to the sup-

ply of cotton, which they hoped to furnish in a short time if the whole control of means to put an end to the contest was left to them.

I have the honor to be, sir, your obedient servant,
CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Seward to Mr. Adams.

No. 281.]

DEPARTMENT OF STATE,
Washington, June 26, 1862.

SIR: It is my painful duty to bring, through you, to the notice of the British government facts in relation to the port of Nassau, a possession of her Britannic Majesty near the southern extremity of the United States, which are believed to be unquestionable. From the commencement of the present rebellion in this country, and especially since the establishment of the blockade, that port has been used as a place of deposit by the insurgents for munitions of war sent thither for their use by their agents and sympathizers in England. Sometimes the vessels in which they were carried thither have attempted to evade the blockade, and in a few instances may have succeeded. The main object in the choice of the site, however, seems to have been the facility with which contraband of war, transhipped to small schooners and similar vessels with little draught of water, might, in darkness, run into inlets on the southern coast of the island too shallow to allow them to be pursued by such vessels of war as can safely be used in enforcing the blockade.

Recently, however, a gunboat called the *Oreto*, built in England for the service of the insurgents, with ports and bolts for twenty guns, and other equipments to correspond, arrived at Nassau. The facts in regard to her having come to the knowledge of the United States consul, he made a protest upon the subject, and she was seized by the authorities. She was, however, released immediately after the arrival at Nassau, on the 8th instant, of Captain Semmes, late commander of the pirate *Sumter*, and the consul informed this department that she was about to start on a privateering cruise. He has also represented that there were then in that port eleven large British steamers laden with contraband of war for the insurgents in this country.

The release by the authorities at Nassau of the *Oreto*, under the circumstances mentioned, seems to be particularly at variance with her Britannic Majesty's proclamation of neutrality, and I am commanded by the President to protest against it, and to ask the consideration of her Majesty's government upon the proceeding as one calculated to alarm the government and people of the United States. I am also directed to ask the like consideration of her Majesty's government upon the manner in which the port of Nassau has been used as a deposit for arms and munitions of war intended for the insurgents in the United States.

You are charged with the duty of laying this subject before the British government. The legislative and executive authority of the United States having been exerted toward preventing similar proceedings by persons within our jurisdiction during the insurrection in Canada in 1837, we may claim on this ground at least a reciprocity from the British government.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Mr. Seward.

[Extract.]

No. 201.]

LEGATION OF THE UNITED STATES,
London, August 1, 1862.

SIR: Yesterday I had a conference with Lord Russell at the Foreign Office, in the course of which I went over the various subjects whereupon I had received instructions in your late dispatches. I proposed to review them in the order in which they came up.

* * * * *

2. I read to his lordship the substance of your dispatches Nos. 281 and 299 respecting the use made of the island of Nassau by the rebels, and the fitting out of the gunboats Oreto and 290. His lordship first took up the case of 290, and remarked that a delay in determining upon it had most unexpectedly been caused by the sudden development of a malady of the Queen's advocate, Sir John D. Harding, totally incapacitating him for the transaction of business. This had made it necessary to call in other parties, whose opinion had been at last given for the detention of the gunboat, but before the order got down to Liverpool the vessel was gone. He should, however, send directions to have her stopped if she went, as was probable, to Nassau. I said I was aware that the gunboat was off, but I did not say, what I myself have little doubt of, that her sudden departure was occasioned by a notion, obtained somehow or other, that such a proceeding was impending. I added an expression of satisfaction that the law officers of the Crown had seen their way to give such an opinion, and that it was the disposition of her Majesty's government to do something to check this outrageous abuse. In this connection I begged to ask if he had any information respecting the proceedings had at Nassau in the case of the Oreto. I had seen a statement in the newspapers, additional to the information contained in the dispatch No. 281 which I had read to him, to the effect that the Oreto had been actually stopped and put under the guns of her Majesty's ship the Greyhound. I hoped this was true, for I thought the effect of such a proceeding would be very favorably viewed in America. His lordship replied that he had received no information on the subject beyond what I had referred to, which came from the American newspapers. With regard to the complaint against the island of Nassau, he could only say that he had received, a short time since, a letter, signed by many commercial people in Liverpool and elsewhere, remonstrating against the virtual blockade of that island by United States war vessels, and the subjection of many innocent British ships to the inconveniences of detention and search as if engaged in illegitimate trade. To this representation he had written a reply, stating that however much the inconveniences mentioned were to be regretted, it was not the disposition of the government to afford protection to any parties that might be engaged in undertakings in violation of her Majesty's proclamation; and where there was reason to suppose that such adventures might be carried on, it was difficult to raise objections to the right of examination. His lordship added that he had expected both the letter and his answer would have been published before this by the parties concerned, but they had not thought fit to do so. I replied that they knew too much to be caught doing that, but I should take pleasure in communicating this fact to my government. Any and all evidence which I could obtain of a disposition, on the part of her Majesty's ministers, to discountenance the notorious and flagrant abuses of neutrality, now every day committed by British subjects, would

be of great use to counteract the strong popular feeling in America growing up on account of them. We had every reason to believe that these war vessels were intended to prey directly upon our commerce, and most particularly to intercept the steamers bearing treasure to New York from California. Should one of those steamers be taken in consequence of the omission to stop these outfits in British ports, the excitement that it would create in America would be very great. Disposed, as I had always been, to cultivate friendly relations between the two countries, I could not but look with much uneasiness upon all events which might tend to affect them unfavorably. His lordship said that he could not at once say whether it was proper to furnish copies of the correspondence alluded to or not, but I was welcome to mention the facts, and very probably he might send me the copies.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

[For dispatch from Mr. Seward to Mr. Adams, No. 299, July 12, 1862, see subdivision "The Alabama," Vol. III.]

[From British Blue Book, "North America," No. 1, 1863, p. 5.]

No. 6.

Earl Russell to Mr. Seward.

[Extract.]

FOREIGN OFFICE, August 2, 1862.

You are no doubt aware that the British vessel *Oreto* has been seized in the port of Nassau by Commander Hickley of her Majesty's ship *Greyhound*, acting in concert with the governor of that colony.

I abstain from expressing any opinion on the case, pending its investigation by the competent tribunals. The United States consul at Nassau having affirmed that the *Oreto* was intended for the service of the government of the so-styled Confederate States, a revenue officer was placed on board of her, and she was constantly inspected and her proceedings narrowly watched by the senior naval officer on the station, and she was at last seized, not, as would appear, on account of any overt act of illegality which had been committed, but by reason of the strong suspicions to which her proceedings have given rise.

Her Majesty's government trust that the government of the United States will see in what has occurred in this instance the strongest proof of the desire of this country to fulfill its international obligations, and will hesitate to carry into effect the intention which Mr. Adams announced to me yesterday of issuing letters of marque with a view to checking depredations on United States commerce by cruisers of the so-styled Confederate States. There do not appear to be sufficient reasons for making such a measure necessary, and you are instructed to urge upon Mr. Seward the danger of dispute and violence in dealing with the vessels of friendly powers if that extreme course should be determined on.

[From British Blue Book, "North America," No. 3, 1863, p. 16.]

No. 21.

Mr. Stuart to Earl Russell.

[Extract.]

WASHINGTON, August 16, 1862.

I had an interview this morning with Mr. Seward, when, as instructed by your lordship in your dispatch of the 2d instant, I represented to him the danger of disputes which would probably ensue, should the United States government carry into effect the intention, which Mr. Adams had announced to your lordship, of issuing letters of marque with a view of checking depredations on United States commerce by cruisers of the so-styled Confederate States.

Mr. Seward answered that in consequence of the late friendly act of her Majesty's government, or of the British authorities at Nassau, in seizing the steamship Oreto, and in the expectation that her Majesty's government would pursue the same course with regard to other vessels which were fitting out in British ports for a similar purpose, a recourse to letters of marque would not for the present be resorted to, although he could not assure me that such a measure might not hereafter be found necessary.

* * * * *

Mr. Adams to Mr. Seward.

[Extract.]

No. 219.]

LEGATION OF THE UNITED STATES,

London, September 5, 1862.

SIR: I have the honor to transmit the copy of a note addressed to me by Lord Russell, touching the case of the steamer Oreto at Nassau, with the accompanying papers. It is a little remarkable that, with the exception of a single sentence, not an intimation is given in them by the respective parties of a consciousness of the real destination of that vessel. I have sent to Mr. Dudley, at Liverpool, to know if more decisive evidence might not be obtained in other quarters.

* * * * *

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, August 29, 1862.

SIR: With reference to the case of the steamer Oreto, which you are probably aware has been seized at Nassau, and is to be tried before the admiralty court of the Bahamas for a breach of the foreign enlistment act, I have the honor to inclose for your information copies of a report and its inclosures from the commissioners of customs with reference to

a suggestion I had made to the treasury, that a competent officer should be sent to Nassau to give evidence as to what occurred at Liverpool in the case of that vessel.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

No. 439.]

CUSTOM-HOUSE, August 25, 1862.

To the Lords Commissioners of her Majesty's treasury:

Your lords having, by Mr. Hamilton's letters of 20th instant, transmitted to us, with reference to previous correspondence on the subject of the gunboat Oreto, which was fitted out at Liverpool and has since been captured by her Majesty's steamer Greyhound at Nassau, for an alleged violation of the foreign enlistment act, copy of a letter from the Foreign Office, and of its inclosure, on the subject of the proceeding to be adopted in the matter, and requested that he would take the necessary steps for sending to Nassau some gentleman connected with the department competent to afford the information required in the case, we beg to transmit, for the information of your lords, copies of the report of our collector at Liverpool, with whom we have been in communication on the subject, together with copies of the statements of Mr. Morgan, the surveyor, and Mr. Lloyd, the examining officer, who visited and kept watch on the Oreto from the time that suspicions were first entertained of her being fitted for the so-called Confederate States, until she sailed from the port, together with copy of the statement on oath of Mr. Parry, the pilot, who had charge of the ship from the time she left the Toxteth dock until she left the Mersey; and as, from these papers, the pilot would appear to be the most fitting person to give evidence in the case, we beg to be favored with your lords' further instructions as to the person who should be directed to proceed to Nassau.

F. GOULBURN.

R. H. GREY.

Report of the collector at Liverpool, August 23, 1862.

HONORABLE SIRS: It will be seen from the annexed statement of Mr. Morgan, surveyor, that he will be able to state the fact of the vessel being built by Messrs. Miller & Sons, and of the absence of all warlike stores on board when she left the docks, while the evidence of Mr. Lloyd, the examining officer, fully supports the statement of the pilot, Mr. Parry, which, from its importance, I have taken on oath, as it appears to me he would be the most fitting person to give evidence of the absence of all warlike stores on board the vessel when she left this country.

I am satisfied that she took no such stores on board; and indeed it is stated, though I know not on what authority, that her armament was conveyed in another vessel to Nassau. The board will, therefore, perceive that the evidence to be obtained from this port will all go to prove that she left Liverpool altogether unarmed, and that while here she had in no way violated the law.

S. PRICE EDWARDS.

Statement of Mr. Ed. Morgan, surveyor in her Majesty's custom-house at the port of Liverpool.

I am one of the surveyors of customs at this port. Pursuant to instructions I received from the collector on the 21st of February, in the present year, and at subsequent dates, I visited the steamer *Oreto*, at various times, when she was being fitted out in the dock close to the yard of Messrs. Miller & Sons, the builders of the vessel. I continued this inspection, from time to time, until she left the dock, and I am certain that when she went into the river she had no warlike stores of any kind whatever on board.

After she went into the river she was constantly watched by the boarding officers, who were directed to report to me whenever any goods were taken on board; but in reply to my frequent inquiries they stated nothing was put in the ship but coal.

ED. MORGAN, *Surveyor.*

Statement of Mr. Henry Lloyd, examining officer in her Majesty's customs at the port of Liverpool.

In consequence of instructions received from Mr. Morgan, surveyor, I, in conjunction with the other three surveyors of the river, kept watch on the proceedings of the vessel *Oreto* from the time she left the Toxteth dock, on the 4th March last, till the day she sailed, the 22d of the same month. On one occasion I was alongside of her, and spoke to her, Parry, the pilot, and the chief mate. Neither I nor any of the other river surveyors saw at any time any arms or warlike ammunition of any kind taken on board, and we are perfectly satisfied that none such was taken on board during her stay in the river.

H. LLOYD, *Examining Officer.*

Statement, on oath, of Mr. Wm. Parry, master pilot in No. 10 boat in the port of Liverpool, taken by the collector of customs.

I was the pilot in charge of the ship *Oreto* when she left the Toxteth dock on the 4th of March, 1862. I continued on board to the day of her sailing, which was the 22d of the same month, and never left her save on Sunday, when all work was suspended. I saw the ship before the coals and provisions were taken into her. There were no munitions of war in her; that is to say, she had no guns, carriages, shot, shell, or powder.* Had there been any on board I must have seen it. I piloted the ship out of the Mersey to Point Lynas, off Anglesea, where I left her, and she proceeded down channel, since when she has not returned. From the time the vessel left the river until I left her, she had no communication with the shore or with any other vessel, for the purpose of receiving anything like a cargo on board. I frequently saw Mr. Lloyd, the tide surveyor, alongside the ship while in the river.

WM. PARRY.

Sworn before me at the custom-house, Liverpool, this 23d day, 1862.

S. PRICE EDWARDS, *Collector.*

* See Captain Hickley's testimony on the "*Oreto*" trial at Nassau, in Parliamentary and judicial appendix, No. 18.

Mr. Seward to Mr. Adams.

No. 340.]

DEPARTMENT OF STATE,
Washington, September 13, 1862.

SIR: Mr. Morse, our indefatigable consul at London, has transmitted to this department an intercepted letter, written by S. R. Mallory, who is the pretended secretary of the navy to the insurrectionary party in the South, and addressed to James H. North, who is called a commander in that navy. The letter shows that at least two steamers, the Oreto [the Alabama?] and the Florida, have been actually built, fitted up in England for the insurgents, and dispatched with armaments and military stores from British ports to make war upon the United States. Mr. Morse has informed me that he intended to submit the letter to you, and it is probable that you will have taken a copy of it. For greater certainty, however, a copy is sent you with this dispatch. It is thought expedient that you give a copy of it to Earl Russell. Hitherto the British authorities have failed to prevent such transactions, assigning as the reason a want of authentic evidence of the illegal character and purposes of the vessels which you have denounced. It will perhaps be useful to give the government this unquestionable evidence of the infraction of the neutrality laws, in the very two cases of which you have already complained without success. Although these two vessels are now beyond the reach of British authority, the evidence which shows that they ought to have been detained may possibly lend some probability to new complaints in regard to other vessels of a similar character now being built in England.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

[For inclosure see Mr. Adams's dispatch to Mr. Seward, No. 238, of October 10, 1862, *post*.]

Mr. Adams to Mr. Seward.

No. 238.]

LEGATION OF THE UNITED STATES,
London, October 10, 1862.

SIR: I have the honor to transmit copies of further notes that have passed between Lord Russell and myself in regard to the outfits in behalf of the insurgents made from the ports of this kingdom.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, October 9, 1862.

MY LORD: I now have the honor to transmit to your lordship a copy of an intercepted letter which I have received from my government, being the further evidence to which I made allusion in my note to your

lordship of the 30th of September, as substantiating the allegations made of the infringements of the enlistment law by the insurgents of the United States in the ports of Great Britain. I am well aware of the fact to which your lordship calls my attention in the note of the 4th instant, the reception of which I have the honor to acknowledge, that her Majesty's government are unable to go beyond the law, municipal and international, in preventing enterprises of the kind referred to. But in the representations which I have had the honor lately to make, I beg to remind your lordship that I base them upon evidence which applies directly to infringements of municipal law itself, and not to anything beyond it. The consequence of an omission to enforce its penalties is, therefore, necessarily that heretofore pointed out by eminent counsel, to wit, that "the law is little better than a dead letter," a result against which "the government of the United States has serious ground of remonstrance."

I pray your lordship to accept the assurances of the highest consideration with which I have the honor to be, my lord, your most obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

[Note of the 30th of September will be found with Mr. Adams's dispatch No. 230, October 3, 1862, and note of the 4th of October, 1862, inclosed, printed with same dispatch, both under the subdivision "The Alabama," Vol. III.]

S. R. Mallory to James H. North.

CONFEDERATE STATES OF AMERICA,

Navy Department, Richmond, July 12, 1862.

SIR: Your letter of the 29th of March last reached me this morning.

The department notified you, on the 11th of January last, that you would receive orders to command the second vessel then being built in England, but for reasons satisfactory to the department you were subsequently assigned to the command of the first vessel, the Florida. (Oreto,) now at Nassau; and any just ground for "the surprise and astonishment" in this respect at the department's action is not perceived.

A commission as commander for the war was sent you on the fifth of May, and your failure to follow the Oreto, which left England about the 21st* of March, and to take command of her as was contemplated, and as you were apprised by Captain Bullock, on the 26th of March, is not understood, and has been productive of some embarrassment.

Captain Bullock was nominated by the executive for his position in the navy under existing law, and was duly confirmed by the Senate, and your protest to this department against the action of these co-ordinate branches of your government is out of place.

Upon the receipt of this letter you will turn over to Lieutenant G. F. Sinclair the instructions which you may have received, together with any public funds in your hands, and return to the Confederate States in such manner as your judgment may direct.

* She sailed on the 22d of March.

Should you not be provided with funds for this purpose, Commander Bullock will, upon your application, supply them.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Commander JAMES H. NORTH,
C. S. N., London, England.

[For Captain Maffit's admission see Mr. Adams's dispatch to Mr. Seward, No. 497, *post*; September 17, 1863. For evidence as to Captain Bullock's operations in England, see Parliamentary and Judicial Appendix, No. 15, given in court June 23, 1863; also in this correspondence in 1863, *post*.]

Mr. Seward to Mr. Adams.

No. 378.]

DEPARTMENT OF STATE,
Washington, October 25, 1862.

SIR: Your dispatch of October 10 (No. 238) has been received. Your reply to Earl Russell's note of the 4th instant on the subject of British outfits of British-built vessels from British ports, with British-shipped crews, to depredate on American commerce on the high seas, is approved by the President. I do not know how I could add a word to fortify or improve the clear, calm, and energetic protest which that paper contains.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Seward to Lord Lyons.

DEPARTMENT OF STATE,
Washington, February 16, 1863.

MY LORD: I inclose extracts from a letter of the 26th ultimo, addressed by the United States consul at Nassau to the Secretary of the Navy, from which it appears that undue partiality has been shown by the authorities there to the insurgent steamer which left England under the name of the Oreto, but now claims that of the Florida.

You will much oblige me by making inquiry in regard to the representations of Mr. Whiting upon this subject.

I have the honor to be, with high consideration, your lordship's obedient servant,

WILLIAM H. SEWARD.

Right Hon. LORD LYONS, &c., &c., &c.

Mr. Welles to Mr. Seward.

NAVY DEPARTMENT,
February 12, 1863.

SIR: I have the honor to submit herewith an extract from a dispatch, dated the 26th ultimo, received from Consul Whiting, at Nassau, rela-

tive to the arrival of the rebel steamer Oreto at that port, and the permission given her to coal. This is in strong contrast with the conduct of the same authorities, who would not permit the United States steamer Dacotah, the cruiser of a friendly nation, such privilege. The semi-piratical vessel, whose special object is to depredate on the peaceful commerce of a friendly nation, has every facility to aid him from the colonial authorities at Nassau, while the public ships of that nation which is striving to protect commerce is denied these privileges.

It appears to me proper that the attention of her Majesty's representative should be called to these extraordinary proceedings, in order that they may be communicated to his government, and it is with that view that I have the honor to submit these suggestions, and the accompanying extract from Mr. Whiting's dispatch.

Very respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

HON. WILLIAM H. SEWARD,
Secretary of State.

Mr. Whiting to Mr. Welles.

[Extract.]

No. 2.]

UNITED STATES CONSULATE,
Nassau, N. P., January 26, 1863.

SIR: I have the honor to inform you of the arrival at this port, this morning, of the confederate steamer Florida, late the noted Oreto, Maffit, late of the United States navy, commander.

This pirate ship entered this port without any restrictions, with the secession flag *at her peak*, and the secession war pennant *at the main*, and anchored abreast of her Britannic Majesty's steamer Barracouta. Maffit and his officers landing in the *garrison boat*, escorted by the post adjutant, Williams, of the 2d W. I. regiment.

* * * * *

The privateer, soon after anchoring, commenced coaling, by permission of the authorities—an evidence of the perfect neutrality which exists here where the United States steamer Dacotah, but a few months since, was only permitted to take on board twenty tons of coal from an American bark, off Hog Island; and only then, on Captain McHistry and myself pledging ourselves, in *writing*, that within ten days after leaving this port she would not be cruising *within five miles of any island of the Bahama government*.

I have the honor to be, sir, very respectfully, your obedient servant.

SAMUEL WHITING,
United States Consul.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Lord Lyons to Mr. Seward.

WASHINGTON, *February 19, 1863.*

SIR: I have the honor to acknowledge the receipt of your note of the 16th instant, inclosing a copy of a dispatch addressed by the United

States consul in the Bahamas Islands to the Secretary of the Navy, in which certain statements are made concerning the reception of the steamer Oreto, or Florida, at Nassau.

I will, in compliance with your request, make inquiry with regard to those statements, and I will, without loss of time, do myself the honor to communicate the result to you.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

LYONS.

Hon. WILLIAM H. SEWARD, &c., &c., &c.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 40.]

UNITED STATES CONSULATE,
Liverpool, February 28, 1863.

SIR: * * * * *

I beg leave to call your attention to inclosure No. 3, containing slips from the newspapers, one referring to the fitting out of the steamer Florida, late Oreto, for a three months' cruise at Nassau. I have sent a duplicate of this slip to our minister at London, and also informed him of the repairing of the Sumter at Birkinhead.

* * * * *

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

[From Liverpool Journal of Commerce, February 27, 1863.]

THE FLORIDA, LATE ORETO.

The Florida arrived at Nassau on the 30th ultimo. The secession sympathizers were jubilant, while the Union men went about in a depressed mood. Captain Maffit immediately went to visit the governor of the city. He was received very cordially and dined with his excellency. The Florida presented a man-of-war-like appearance, her masts being well set, yards neatly squared, and the brass work well polished. The next morning the Florida's decks were alive with a gang of laborers from the town, who immediately set to work in making sundry alterations in her interior arrangements, while the lighters from shore brought on board provisions of all kinds, a chain cable, and rigging. The confederate officers, in the mean time, were on shore, and succeeded in picking up ten or fifteen recruits, all seamen, and hailing from every country in the world. The officers stated openly that there was no Yankee vessel built yet which could come near, much less catch the Florida, for it was an easy matter to drive her seventeen miles an hour. They ridicule the idea that the Vanderbilt could be a match for her, and wish for a trial. They state that they would go down to the track of the homeward-bound East India vessels. The Florida left Nassau on the evening of the 31st, fully supplied for a three months' cruise. She is reported to have made seven prizes off the coast of Cuba, and one on the Bahama banks. All purchases by the confederate officers were paid for in southern money, which is taken at par everywhere in Nassau.

Mr. Seaward to Mr. Adams.

No. 505.]

DEPARTMENT OF STATE,
Washington, March 9, 1863.

SIR: The recent capture and destruction of the Jacob Bell, with her cargo, valued at one and half million, by the piratical steam vessel the Florida, fitted out and dispatched from Liverpool, is regarded by the merchants in our seaports as indicating nothing less than a destruction of our national navigating interest, unless that calamity can be prevented by either the enforcement of the neutrality law of Great Britain, or the employment of an adequate force under commissions of marque and reprisal. Congress has conferred upon the President ample power for the execution of the latter measure, and the necessary arrangements for it are now engaging the attention of the proper departments. It is not without great reluctance that the President is coming to the adoption of that policy. But the preservation of the national life is a supreme necessity; and if there shall be no improvement in the condition of things to which I have adverted, the voice of the nation for the adoption of the last resort of maritime war is likely to become unanimous and exacting. The President thinks the emergency sufficiently grave to justify me in asking you to seek, with as little delay as may be convenient, an interview with Earl Russell, in which you will confidentially make known to him the exact condition of affairs in the respect mentioned, and submit for his lordship's consideration the inquiry whether her Majesty's government cannot think it proper and possible to secure the adoption of some means to prevent effectually the further armament, equipment, and dispatch of hostile vessels from British ports for the destruction of American commerce. The argument, as it is put in American commercial circles, is, that war is carried on against the United States by forces levied and dispatched from the British islands, while the United States are at peace with Great Britain. Though we may regard this statement of the case as extravagant, if not altogether erroneous, it cannot be concealed that it has sufficient appearance of truth on this side of the ocean to render it necessary to protect our commerce by employing every possible means of defense. It is hardly necessary to say that the government of the United States means, in adopting this course, anything else rather than a demonstration upon the sentiment or sensibilities of Great Britain. It seeks only, in a calm and confidential though earnest manner, to prevent an alienation between the two countries, which must be deeply disastrous to both, while it would grieve and afflict the friends of constitutional government, of freedom and humanity throughout the world. We have thought that we were securing a more considerate view of our rights in the councils of the British government with the consent of the British nation. We are therefore more earnestly and sincerely, than ever before, desirous to avoid new embarrassments with Great Britain. Her Majesty's government will do us great injustice if they do not understand us as speaking solely under the influence of these just and generous sentiments.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Seward to Mr. Adams.

No. 521.]

DEPARTMENT OF STATE,
Washington, March 23, 1863.

SIR: I transmit with this dispatch a communication made to this department by Mr. Edward Trowbridge, giving an account of hospitalities shown by the British local authorities at Barbadoes to the piratical steamer Florida. The facts thus related, taken together with the previous history of that vessel, make out the following case, namely:

That the British government, though warned during the progress of the transaction, nevertheless did not prevent the Florida from being built, manned, armed, and equipped in the port of Liverpool, in Great Britain, and sent out on an expedition for the purpose of destroying American commercial vessels on the high seas; that this vessel reached Mobile, escaping the vigilance of the blockading squadron of the United States; that, after a long detention there, she made her way out of that port and captured, on the high seas, two unarmed American vessels, robbed them of their cargoes, and then sunk the vessels. Having completed these acts of piracy, she proceeded directly to the port of Barbadoes, received there a shelter, and took on board one hundred tons of coal, with provisions and clothing. It does not appear that these supplies were furnished to her on the plea of distress, but, on the contrary, they seem to have been asked and conceded upon the ground that any vessel of her known character and occupation is entitled to enter some British port to procure supplies and provisions once in every period of three months, without even entering any port of the United States, or subjecting or taking any proceedings to subject the legality of her captures, or other depredations, to trial by any tribunal in any country whatever. Even if the United States could concede that the insurgents now in arms against them are a lawful belligerent, they must still hold that for a friendly nation to permit such a belligerent to use its ports for fitting out, supporting, and maintaining cruisers upon the high seas, amenable to no national authority whatever, is an act not warranted by the laws or customs of civilized nations.

The President is unable to see in this transaction anything different from a case of open piracy rendered effective through the mistaken toleration of subordinate authorities of the British government in Great Britain and her colonies. No bounds can be assigned to the probable operations of vessels thus practically sent forth and maintained upon the high seas by British subjects through the mistaken toleration of the authorities. What can be foreseen is, that if the practice shall be suffered to continue, it cannot fail to require such remedies as the United States shall have the ability and the lawful right to adopt, even if such remedies should unavoidably prove injurious to the commerce of friendly nations, or to the harmony between the two countries, so eminently to be desired.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Trowbridge to Mr. Seward.

No. 43.]

CONSULATE OF THE UNITED STATES,
Barbadoes, February 26, 1863.

SIR: It becomes my duty to advise you of the arrival at this port, on the 24th instant, at 11 a. m., of the rebel privateer steamer Florida, *alias*

Oreto, Maffit, commander, eight guns, (she reports last from Mobile,) in want of coal and provisions. She also reported to the harbor master that she captured and burnt, on 18th instant, fifty miles northeast of St. Thomas, the American ship John (or Jacob) Bell, one thousand three hundred and ninety-six tons, bound from China to New York, with a valuable cargo of teas and silks; her crew, fifty men, were put on board of a Danish vessel bound for St. Thomas; also that she burned one American vessel each day since running out of Mobile. Immediately upon her coming to anchor I wrote to his excellency the governor, and protested, in the name of the United States, against her being permitted to remain here, or to obtain any supplies. A copy of said letter, No. 1, I have the honor to inclose herewith. In about an half hour after the said letter was sent to the governor, his excellency called upon me at the consulate in person, and stated that he had received my communication; "that in accordance with her Majesty's proclamation he could not prevent the so-called confederate steamer of war from obtaining coal and provisions sufficient to carry her to a port in her own country; that her Majesty did not recognize the steamer as a privateer, but as a vessel of war belonging to a belligerent power. He said Captain Maffit had called upon him, and requested that he might be supplied with ninety tons coal, which would take him to Charleston, to which he, the governor, assented. The governor further stated to me that this vessel would not be permitted to coal again at this island, or any other of her Majesty's possessions in the West Indies, for the space of three months, and that he should at once write to the governors of all the islands to this effect." Immediately after this interview with the governor, Captain D. H. Blake, of the American bark Sarah A. Nickels, of Searsport, called on me, and stated that he was passing the port from Buenos Ayres, bound to Cuba in ballast, and sighting the rebel steamer he changed his course, and ran into this, (Carlisle Bay,) and came to anchor for protection. I will here state that both the steamer Florida and the Sarah A. Nickels came to anchor within five minutes of each other. Captain Blake stated to me that he wished to proceed at once on his voyage, and requested that I would cause the rebel steamer to be detained here till he could get clear of him, whereupon I wrote a second dispatch to the governor, a copy of which (No. 2) I also inclose herein, and also the governor's reply to the same. Immediately after the governor's reply was received, Captain Blake proceeded on his voyage, kindly consenting, however, to take a dispatch for me to our consul at St. Thomas, where, I trust, some of our United States ships of war may chance to be. I inclose, also, a copy of my letter to John T. Edgar, Esq., consul at St. Thomas. I have written to the United States consuls at Martinique and Demerara, and requested them to give the information of the rebel steamer Florida being here to our consuls in their vicinities. The Florida left this port last evening at 7 o'clock, having taken about one hundred tons of coal, some provisions, and some clothing, boldly declaring that they would capture and burn every American vessel that they fell in with. In connection with the foregoing, I will state that the British house of Michael Cavan & Co., here, seem to act as agents for all the rebel steamers that call here for coal and other supplies, they having coaled the steamers Scotia, Pearl, Eagle, and now this pirate Florida. The two first named steamers have since been captured while trying to run the blockade at Charleston. The feeling among this entire community (with one or two exceptions) is strongly in sympathy with the South, and the success of the southern confederacy.

The governor stated to me, in conversation, that any United States

steamers of war, coming here, would be allowed the same privilege the Florida had. I feel that the thanks of the government are due to Captain Blake for his kindness in going to St. Thomas with my dispatch to the consul, as he was bound direct to Matanzas.

The only American vessel now in port is the ship Dione, of Boston, from Callao, discharging a cargo of guano. I trust that my letters to the governor upon this subject may meet with the approval of the department.

I have the honor to be, sir, your most obedient servant,
EDWARD TROWBRIDGE,
United States Consul.

HON. WILLIAM H. SEWARD,
Secretary of State.

No. 1.

CONSULATE OF THE UNITED STATES,
Barbadoes, February 24, 1863.

May it please your excellency, I respectfully beg leave to call your attention to the fact of the privateer Florida's arrival at this port, this morning, under the so-called confederate flag—a flag that is not recognized by her Majesty's government, or any other nation—for the purpose, ostensibly, of obtaining coal and provisions. It is well known that she has, within the past two months, captured and burnt several United States merchant vessels, on the high seas, which were engaged in lawful trade.

There are now several United States merchant vessels in this port, one of them desirous of leaving this evening.

I trust that in view of these circumstances, and taking into consideration the pacific and friendly relations at present existing between her Majesty's government and the United States, your excellency will be pleased to prevent this vessel from obtaining coals here, or any other supplies that will aid her in carrying on her illegal pursuits.

I trust that your excellency will be pleased to order that this vessel shall depart from this port at once.

As representative for the United States of America, I feel it my duty, and do hereby protest, in the name of the United States, against this privateer vessel being permitted to obtain coal, or any supplies, contraband of war.

I have the honor to be, sir, your excellency's most obedient servant,
EDWARD TROWBRIDGE,
United States Consul.

JAMES WALKER, Esq., C. B.,
Governor General, &c., &c.

No. 2.

Mr. Trowbridge to Governor Walker.

CONSULATE OF THE UNITED STATES,
Barbadoes, February 24, 1863.

May it please your excellency, Captain D. H. Blake, of the United States merchant bark Sarah E. Nickels, came into this port this morn-

ing, from fear of being captured by the so-called confederate steamer Florida. He is desirous of departing on his voyage at 5 p. m. I would, therefore, most respectfully request that your excellency will cause the steamer Florida to remain at anchor in this port until to-morrow evening at 5 p. m.

I have the honor to be, sir, your most obedient servant,
EDWARD TROWBRIDGE,
United States Consul.

JAMES WALKER, Esq., C. B.,
Governor General, &c., &c.

Mr. Holligan to Mr. Trowbridge.

SECRETARY'S OFFICE, *February 25, 1863.*

SIR: I am directed by the governor to inform you that on the receipt of your letter of yesterday's date, his excellency required of the commander of the Florida that he should not proceed to sea until twenty-four hours should have elapsed after the departure of the bark Sarah A. Nickels.

I have the honor to be, sir, your obedient servant,
JAMES R. HOLLIGAN,
Colonial Secretary.

E. TROWBRIDGE, Esq.,
Consul for the United States of America.

Lord Lyons to Mr. Seward.

WASHINGTON, *March 25, 1863.*

SIR: With reference to the note which you did me the honor to address to me on the 16th of last month, respecting the reception of the Oreto or Florida at Nassau, and to my answer, dated the 19th of the same month, I beg to transmit to you copies of a dispatch and its enclosures which I received the day before yesterday from the governor of the Bahama Islands.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

LYONS.

Hon. WILLIAM H. SEWARD, &c., &c., &c.

Governor Bayley to Lord Lyons.

GOVERNMENT HOUSE,
Nassau, Bahamas, March 11, 1863.

MY LORD: I have the honor to acknowledge your lordship's dispatch, inclosing a complaint from the United States consul at this port to Mr. Seward, the Secretary of State, respecting undue advantages alleged to have been given to the confederate steamer Florida in this harbor.

In reply, I beg to state that no undue advantages were accorded to the Florida. She arrived in our harbor, having steamed over the bars without a pilot, early on the morning of the 26th of January. I was not aware of it till 8 or 9 o'clock a. m. About that hour Captain Maffit called (I think in company with the fort adjutant) to explain that he

was ignorant of my proclamation requiring that permission should be formally asked before any man-of-war belonging to either of the two belligerents could enter the harbor. I did not see him, but in a very short time I received a letter from him, of which I transmit your lordship a copy, along with the copy of the memorandum indorsed on it by myself before I sent it to the colonial secretary. The Florida remained in harbor about twenty-six hours, during which time I neither spoke to nor saw Captain Maffit.

So far from any advantage having been accorded to the Florida which was not accorded to United States vessels, she did not receive privileges equal to those which I granted to the United States gunboat Stars and Stripes. That vessel entered the harbor without permission, (which she asked for after she had come in.) Her commander then asked for an extension of the permission, which I also accorded, and she remained in harbor, if I remember rightly, three or four days for the alleged purpose of undergoing repairs.

I regret that the Secretary of State should have given credence to the misrepresentations of a person of such infirm judgment and excitable judgment as Mr. Whiting has proved himself to be.

I have, &c.,

C. J. BAYLEY, *Governor.*

LORD LYONS.

CONFEDERATE STATES STEAMER FLORIDA,
Nassau, January 26, 1863.

SIR: As this vessel is in distress for the want of coal, I very respectfully request permission to anchor in the harbor for the purpose of obtaining the same,

I am, &c.,

J. N. MAFFIT,
Confederate States Navy, Commanding.

His Excellency the GOVERNOR,
New Providence.

[Copy.]

I grant this request under the circumstances, thereby according to a confederate steamer the same privileges which I have formerly granted to federal steamers. But the irregularity in delaying to make this request should be pointed out, and the pilot called on to explain how he permitted the Florida without my permission.

C. J. BAYLEY.

Mr. Seward to Mr. Adams.

No. 532.]

DEPARTMENT OF STATE,
Washington, March 28, 1863.

SIR: I inclose for your information the copy of a note of the 25th instant, from Lord Lyons, with a copy of the papers which accompanied it, relative to the reception of the Oreto or Florida at Nassau.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

[For note inclosed see preceding note of Lord Lyons to Mr. Seward of March 25, 1863.]

Mr. Adams to Mr. Seward.

[Extracts.]

No. 359.]

LEGATION OF THE UNITED STATES,
London, March 28, 1863.

SIR: In transmitting herewith a copy of *The Morning Star* of to-day, containing a report of the debate of last evening in the House of Commons, I can only express my regret that the substance of it should fall so far short of what I had been led to expect.

The result is rather to undo in the popular mind the effect of Lord Russell's speech than to confirm it. In truth, this exhibition furnishes another illustration of the horizontal manner in which our struggle is dividing opinion in Great Britain.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

[For debate referred to see Parliamentary and Judicial Appendix No. 9.]

Mr. Seward to Lord Lyons.

DEPARTMENT OF STATE,
Washington, April 13, 1863.

MY LORD: I inclose a copy of a correspondence between Rear-Admiral Wilkes and the governor of the British island of Barbados, relative to an alleged disregard, by the latter, of her Majesty's orders in permitting the insurgent steamer *Florida*, Maffit, commander, to take in a supply of coal at that island, after having taken in a full supply at Nassau only thirty days before.

I have the honor to be your obedient servant,

WILLIAM H. SEWARD.

Right Hon. LORD LYONS, &c., &c., &c.

Mr. Welles to Mr. Seward.

NAVY DEPARTMENT, *April 6, 1863.*

SIR: I have the honor to submit for your perusal, and such action as you may deem proper, the accompanying dispatches, Nos. 19 and 24, from Acting Rear-Admiral Wilkes, with copies of correspondence between him and Governor Walker at Barbados.

I desire to respectfully invite your attention to the fact here disclosed of the manner in which her Majesty's proclamation is observed and regarded, especially in permitting the rebel privateer *Florida* to coal in full at Nassau with a supply of 160 tons, and in thirty days thereafter to again receive a supply at Barbados, against protest of the American consul.

Hoping these infractions may receive particular consideration, I have the honor to be your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Hon. WILLIAM H. SEWARD,
Secretary of State, &c.

Rear-Admiral Wilkes to Mr. Welles.

No. 19.] UNITED STATES FLAG STEAMSHIP VANDERBILT,
At Barbados, W. I., March 7, 1863.

SIR: A few hours before I joined the Vanderbilt, I learned that the Florida had been left at Barbados by an American brig, and was to take in coal and supplies, and sail within twenty-four hours.

Although I did not expect to hear of her visiting an English port in less than thirty days after having coaled at Nassau, I felt satisfied that the statement of the captain of the brig was to be relied upon. The Wachusett and Oneida being under repairs and coaling, I lost no time in joining the Vanderbilt, on board of which vessel I immediately shifted my flag, and passed around Puerto Rico to the Mona passage to meet the Alabama at the place appointed by Captains Baldwin and Nichols as a rendezvous. Thence we made all haste for the island of Gaudaloupe, Pointa Petoe, but they had no news of the Florida at Barbados. We then passed along Dominico, and also Martinique, communicating with the latter, and thence direct to this island, where I was informed by our consul, Mr. Trowbridge, of all the circumstances under which the Florida had been permitted to enter and coal, by the permission of the governor of the island.

Mr. Trowbridge had made a strong protest to the governor against the Florida being permitted to take in coal and repair. He has forwarded the protest as well as the result of his interview, which the governor sought, to the Secretary of State, which I presume you will have received ere this dispatch reaches you. I immediately determined to call upon the governor, and sent on shore to ask the hour he would receive me. I was courteously received. At the interview I stated to him the facts as to the Florida having coaled at Nassau, and my surprise that he should have permitted such an infraction of her Majesty's rules, established for the belligerents. He at first said he had no discretion in the matter, and as he had before given permission to the San Jacinto to coal and repair, without inquiry, he had done the same in the case of the Florida when it was asked of him. The news of the coaling of the Florida at Nassau became public two days after she left, but was credibly informed, coming indeed from one of the governor's council, that the governor had stated before the council that he had information of it when the Florida arrived. Maffit received a welcome from the governor, and his hospitality. He, Maffit, informed the governor of his cruise, of the destruction of the Jacob Bell and other vessels, of which he boasted, gave out that it was his intention to depredate on our commerce, not in this vicinity, but at some thousands of miles distant.

The governor's answers to my interrogatories were cautious, and at times confused, particularly when I inquired into his reasons for not making an investigation into the facts of the Florida, when his attention had been specially called to it by the protest of the American consul, our only representative at this island. He at last said it was deemed by him to be no part of his duty; throughout the whole interview with him he seemed nervous and uneasy.

In the conversation he told me that since the Florida sailed, he had dispatched circulars to all the islands in the West Indies, relative to the San Jacinto and Florida having coaled at his island; but on inquiry, if Nassau and Bermuda had been included, he applied to his secretary, who answered him in the negative; at which I expressed my surprise

as they were the two most important points, and furnished the largest trade in contrabands and were strong sympathizers with the rebels. I endeavored to press upon him a reply to my question if he had not received information of the Florida's coaling at Nassau, for I was satisfied that such had been the case, and that Maffit had brought letters and dispatches for him, or others connected with the government from Nassau, as there was no other way by which he could possibly have obtained information. Finally I said to him that I should address him a dispatch that afternoon, and would request a prompt answer to it, as I intended to leave the port at the allotted time of her Majesty's rules. This I did, and herewith inclose a copy of it, together with the governor's reply, which will give you the demand I made upon him and his evasive answer; our consul, Mr. Trowbridge, Captain Baldwin of the Vanderbilt, and Lieutenant Todd, my flag lieutenant, being present. Maffit gave out that he was from Mobile, making no mention of having made a visit to Havana. There evidently has been a connivance between the governor of Nassau and the governor of this island, by letter or dispatches brought by Maffit himself, and which admitted him to coal, &c., &c., in direct violation of her Majesty's proclamation and rules.

After the receipt of the governor's dispatch I deemed it not worth while to ask any extension of the rules, to stay and answer it, or to enter into any argument as to his course in aiding and abetting the rebels, as I well knew it would not result in anything; but in this case the sympathy and aid has been carried further, and with an audacity that was not to be expected of any official of her Majesty, excepting Governor Baily, of Nassau, who has identified himself with the contraband trade; that it has become almost a byword.

I flatter myself that my visit will be of some service in arresting this aid and comfort to the rebels, preventing, in future, the infraction of the rules of her Majesty. Since I have been in command of this squadron not a single pound of coal has been taken from a British port. Nor have any of the vessels been permitted to enter or anchor off their ports, yet we have maintained a strict watch over these localities. It would be greatly to the advantage of our operations if the British government would establish a mode by which the information could be more rapidly conveyed to the several islands of the rebel vessels coming at their ports. There is no difficulty in their doing it, for they have increased their force very much in the West Indies of late, and the information could be very readily sent by their small men of war. If it is not done by them, I shall manage to inform our consuls of the fact of their being supplied, although it will inconvenience my operations somewhat.

The Gemsbok, agreeably to my orders, reported to me at St. Thomas, having exchanged her stone ballast for that of coal, at Key West, which I intend to have as a reserve, to supply the vessels, should it be necessary, at some distant point. In the mean time she was ordered to take up the line of cruising of the Shepherd Knapp on the route of the homeward-bound vessels, prepared to use such disguises as her commander might think fit to deceive the rebel vessels.

I have the honor to be, very respectfully, your obedient servant,

CHARLES WILKES,

Rear-Admiral, Commanding West India Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Bear-Admiral Wilkes to Governor Walker.

UNITED STATES FLAG STEAMSHIP VANDERBILT,
Carlisle Bay, Barbados, March 6, 1863.

SIR: In our interview this morning, I had the opportunity to state to you the object of my visit to this island, viz., to inquire into the infraction of her Majesty's orders relative to the admission of the rebel privateer the Florida, Maffit commander, into this port, being permitted to take in a supply of coal, after having obtained a full supply (one hundred and sixty tons) but thirty days since at Nassau, on the 27th January, 1863, of which fact I presumed your excellency must have received notice, if not officially, at least through the public prints, and the avowal on the part of said Maffit, while in this harbor, that he had done so and had destroyed various American merchant vessels whilst pursuing their lawful voyages on the high seas, and that he intended to depredate on the same again, on leaving this port, though not in this immediate vicinity.

The language of Earl Russell's dispatch, her Majesty's secretary of state for foreign affairs, to the Duke of Newcastle, her Majesty's secretary of state for the colonies, dated 31st January, 1862, seems to be explicit on this point, and I take the liberty to call your attention to the part which particularly refers to it, viz: "No ships of war or privateer of either belligerent shall hereafter be permitted, while in any port, roadstead, or waters, subject to the territorial jurisdiction of her Majesty, to take in any supplies, except provisions, and such other things as may be requisite for the subsistence of her crew; and except so much coal only as may be sufficient to carry such vessel to the nearest port of her own country, or to some nearer destination, and no coal shall be again supplied to any such ship of war or privateer, in the same or any other port, roadstead, or waters subject to the territorial jurisdiction of her Majesty, without special permission, until after the expiration of three months from the time when such coal may have been last supplied to her, within British waters as aforesaid."

In the conversation this morning I understood your excellency to say that you had given your permission without any inquiry as to whether the said privateer Florida had obtained any supplies elsewhere, or no although your attention was called to her suspicious character by the United States consul at this port, under protest, that she had and was about to use the supply offered to her of coal to depredate on the commerce of the United States, which supply was clearly intended by the above dispatch of Earl Russell only to enable her to reach a home port, and that it was not to be expected that you should institute any such inquiries. The knowledge of the depredations of the Florida had become known to the inhabitants of Bridgetown, and mentioned in the protest of the United States consul, and I could not avoid surprise to learn from your excellency that no investigation had been ordered, by which the facts would have been elicited, and action taken on them by which an infraction of her Majesty's regulations was then taking place and been proved. Your excellency's excuse that you had received no official communication from the governor of Nassau of the fact of her visiting that colony, for not stopping and denying the Florida coal and supplies, I scarcely believe will be deemed satisfactory to yours or to my government. The United States are endeavoring to act up to and carry out the literal construction of her Majesty's rules prescribed for the belligerents, and it cannot but seem to you, that with this desire, and reposing full faith in all of her Majesty's officers, who are bound to carry out these rules in their spirit and literal construction, that my

government should deem this act of supplying a rebel privateer with aid to carry out her nefarious operations against its commerce, when passing on the high seas, at some thousands of miles distant, as your excellency stated said Maffit had informed you was his intention, without which aid the rebel privateer would have been comparatively harmless, and when apprised of his intention without any action on your part of examination and inquiry was both untoward and unfriendly.

Having stated these facts, I have to request your excellency will afford me the opportunity of laying before my government the circumstances under which the Florida was permitted to take in a supply of coal and provisions to continue her cruise and operations, after having so recently coaled and provisioned at Nassau, one of her Majesty's colonies in the West Indies, ample time having been afforded, some thirty days, for the information to have reached this island and government. And if any cause existed why an investigation was not instituted after the letter to your excellency was received from the United States consul, the resident official of my government at this island, when the Florida was lying in these waters under your jurisdiction.

I take this occasion to express to your excellency my thanks for your kind offer of aid and assistance; being in want of nothing, we shall take our departure on the expiration of the limit assigned in her Majesty's rules, by which time I hope to receive your excellency's reply to this dispatch; and I have the honor to be, very respectfully, your excellency's very obedient servant,

CHARLES WILKES,

Rear-Admiral, Commanding West India Squadron.

To his Excellency GOVERNOR WALKER, &c., &c.,
Barbados and adjacent islands.

Governor Walker to Rear-Admiral Wilkes.

GOVERNMENT HOUSE,

Barbados, March 7, 1863—10.35 a. m.

SIR: I have had the honor this moment to receive your excellency's letter of yesterday's date, with a verbal intimation to the effect that you are to sail at 11 o'clock.

Even if time permitted, I doubt very much whether it would be desirable to enter into correspondence with your excellency upon the points adverted to in your communication, beyond repeating the assurance which I have already conveyed to you personally of my desire to carry out most faithfully the instructions which I have received from her Majesty's government as to the observance of a due neutrality during this painful struggle, and that in sanctioning the coaling here of the Florida I did no more than what I had sanctioned in the case of the United States steamer of war San Jacinto.

It will of course be my duty to forward your representation to her Majesty's government, to whom I had already reported the fact of the Florida as well as the San Jacinto having been allowed to repair and coal here.

I have the honor to be, sir, your excellency's most obedient and humble servant,

JAS. WALKER.

His Excellency REAR-ADMIRAL WILKES,

*Commander in Chief of the United States Naval Forces,
West Indies, United States steamship Vanderbilt.*

[This letter was sent separate from any dispatch to the Department of State.]

FLORIDA, AT SEA, *April 25, 1863.*

MY DEAR BULLOCK: By several questionable chances I have written you a few hasty lines that you might know of and about us and *so report to the department.*

My escapes from great odds have been numerous, as no less than sixteen were after us at the same time, and I burned vessels in the track.

On the 6th, burned Lapwing, Aldebaran, J. M. Alcord, Star of Peace; April 18, New York ship Commonwealth, worth \$352,000; April 23, Baltimore bark Henrietta; April 24, New Bedford ship Oneida, (tea!) worth \$760,000.

Have seventy prisoners on board, two ladies among them. The Florida has thus far done her duty. Six million dollars will not make good the devastation this steamer has committed. Will have to quit the line, as quite a fleet is on the way to destroy.

All well on board, and you will oblige by reporting success thus far.

'Tis seventy days since we've seen the land. God bless you.

Yours truly,

M.

Mr. Adams to Mr. Seward.

[Extracts.]

No. 454.]

LEGATION OF THE UNITED STATES,

London, July 16, 1863.

SIR: * * *

At the same time I transmitted two depositions, furnished to me by Mr. Dudley, the consul at Liverpool, respecting the case of the Henrietta.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,

Secretary of State.

Mr. Adams to Earl Russell.

[Extract.]

LEGATION OF THE UNITED STATES,

London, July 7, 1863.

MY LORD: * * *

I have the honor at the same time to annex copies of two other depositions, furnished to me from the consul of the United States at Liverpool, relating to the same general subject, marked B.

I pray your lordship, &c.,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

B.

Affidavit of John Trader.

I, John Trader, at present on board the bark Regatta, now lying in the Queen's dock in Liverpool, in the county of Lancaster, seaman, make oath and say:

On the 18th day of March last I joined at Baltimore the bark Henri-

etta, Captain Brown, master, as boy on a voyage from Baltimore to Rio, with a cargo of flour, and two gentlemen and one lady, with three children, as passengers.

We left Baltimore on the 20th of March, and proceeded on our voyage, and on the 23d of April, when about fifty-six miles south of the Equator, we were becalmed, and about 4 o'clock in the afternoon we saw a strange vessel astern of us; she had all her sails furled, and appeared to be making toward us under steam, and between 5 and 6 o'clock she came up to us, and when about forty to fifty yards from us, she hailed us and asked where we were bound to and where from. Our captain told him. The strange vessel was flying the American colors, the officer on board the strange vessel sang out to back our mainyard, and he would send some one on board. We backed the mainyard, and the stranger then sent off a boat which came alongside of us. An officer and several men then came on board; they were all armed with revolvers and swords; they told us to get ready to go on board of their vessel. All the seamen of the *Henrietta*, except myself, went into the boat, and were taken to the stranger. Another boat then came off from the stranger and took me, the two mates, and the steward, off to the ship. When we got on board the stranger we were put into irons, and remained on deck. We found some ten or twelve prisoners; they were all in irons. Another boat was sent from the stranger and fetched the captain and passengers, and they were brought on board, but they were not put in irons. Our mates were put into irons at first, but they were afterward taken off.

About one hour after we came on board the stranger we saw our ship was on fire, and I also noticed that the stranger was flying the southern colors, and that the American colors she had been flying when she hailed us had been hauled down, and about this time I heard that the stranger was the *Florida*.

When the fire had got a good hold of the *Henrietta*, the *Florida* steamed away and then lay-to for the night.

On the following morning we got up steam and steamed down toward our vessel, which we passed; she was then nearly burnt down to the water's edge. After cruising about we saw a strange sail, and made for her. She was an English vessel bound, I think, for Liverpool. One of the officers of the *Florida* hailed her, and asked her master if he could take any passengers; he said yes, but he would want a barrel of bread and a barrel of beef to be put on board first for every one taken. We then steamed off, and about 8 or 9 o'clock in the morning we saw another sail, and in about two or three hours we came up with her. She was hailed, and turned out to be an American ship called the *Oneida*, bound to New York from Shanghai with tea. The *Florida* was flying the American colors. The *Oneida* was ordered to lie-to, and a boat was sent off from the *Florida* to the *Oneida* with an armed crew. We were on deck and could see what took place. When the boat's crew had got on board the *Oneida* the *Florida* hoisted the southern flag, and the *Oneida* hauled down her American flag; the *Florida*'s boats brought off the captain and crew of the *Oneida*. The crew were put into irons immediately they came on board. The *Oneida* was then set fire to. When the fire had got good hold of the vessel we steamed away from her, and continued to cruise about. We then saw another sail, which we made for, and on coming up to her we found she was a French bark bound to New South Wales. She was hailed by one of the officers of the *Florida*, and told to back her mainyard. We could not make him understand. A boat was sent off to her, and Captain Brown, our captain, and one of our men, Peter Brown, who went as an interpreter, went on board. Our

captain told us he was going to see if he could get a passage for all, himself and his crew and passengers. In about half an hour our captain returned and told us that the Frenchman would only take six, and the captain and the mates and passengers and the captain of the Oneida went on board the Frenchman. The seaman Peter Brown also remained on board the Frenchman. After we got rid of these parties we proceeded to cruise about again, and on the following morning we came across the Danish brig Ceres, bound for Gibraltar, and I, and H. G. Wagner, and William Evans, and John Short, and the cook were put on board of her. We remained on board of this ship until, her provisions running short, I, and Wagner, and Evans, and Short were put on board the Regatta, bound for Liverpool, where I arrived yesterday, but Wagner and Evans were put on board the Inca, also bound for Liverpool, as our water was running short.

JOHN TRADER.

Sworn at Liverpool, in the county of Lancaster, this 5th day of June, 1863, before me.

JOHN YATES,

*A Commissioner to administer oaths in the
Courts of Exchequer or Pleas.*

Affidavit of Henry George Wagner.

I, Henry George Wagner, at present on board the bark Inca of Liverpool, now lying in the King's dock in the port of Liverpool, in the county of Lancaster, seaman, make oath and say :

1. In the month of March last I shipped at Baltimore on board the bark Henrietta of Baltimore, G. D. Brown master, for a voyage to Rio. The Henrietta was a vessel of 440 tons, and we had a crew of thirteen all told, and a Mr. Roberts, a Mr. Morris, and a lady of the name of Florence with her three children, were passengers.

2. On the 20th March we sailed from Baltimore, and proceeded on our voyage without anything happening until the 23d of April; we were then about fifty-six miles south of the Equator, and were becalmed, when at 4 in the afternoon we saw a strange sail to the stern of us. The stranger had no sails set but was under steam, and about 5 or 6 o'clock the stranger came up with us. She had the American flag flying at the fore royal masthead, and nothing at the peak. She hailed us, and asked us where we were from, and where bound to. We told him, and he then sung out to us to back our mainyard, and he would send his boat alongside. Captain Brown refused to back his mainyard. The stranger then lowered three boats, and came alongside and boarded us. There were four officers and twelve men. They were all armed with revolvers and cutlasses.

3. When they came on board, they asked Captain Brown for his papers and irons. The captain said he had no papers, but he told them where the irons were. Captain Brown was then ordered into one of the boats, and the two mates and the passengers also went into the same boat on board the stranger. I and the rest of the crew of the Henrietta were then ordered into another of the boats, and were rowed to the stranger. When we got under her stern, the stranger hoisted the southern flag. We then went on board the stranger, and I and the rest of the seamen were put in irons.

4. The other of the stranger's boats brought the captain and the passengers' clothes, chronometer, charts, and other things, but they did not bring our things. I only got an old shirt and a pair of old trousers beyond what I stood up in, when taken out of my ship.

5. After the boats had all come from our ship, and we had been on board about an hour and a quarter, I saw the flames coming up out of the cabin windows of the Henrietta, and I then knew she had been fired. The stranger, as soon as she saw the ship was burning, put off from her, and went about ten miles away and then laid-to.

6. We were on deck, and could see our ship burning until about 3 in the morning, when the fire went out about half-past 5 or 6 o'clock. The stranger, whose name we now learned was the Florida, steamed past our vessel, which was burned almost to the water's edge.

7. After we had passed our ship the Florida continued to cruise about, and just afterward we hailed a strange sail, which turned out to be an English bark, bound to Liverpool from Buenos Ayres. The Captain of the Florida asked him if he would like any passengers, but the master of the bark said he could not do so. We then continued cruising about flying the American colors, and about 8 o'clock on the 24th of April a sail was seen to the northwest of us, and we then made for her and overhauled her about 10 o'clock. She was hailed, and answered that she was the Oneida of New Bedford, bound to New York from Shanghai, and loaded with tea. The captain of the Florida then ordered three boats and crew to go on board of the Oneida, which they did, and after bringing the captain and crew of sixteen in all on board, the ship was set fire to. We lay by until the lower sails had caught, and the Florida then steamed away.

8. In the afternoon of the same day we spoke a strange bark which turned out to be from Bordeaux bound for New South Wales, and one of the Florida's boats took Captain Brown, one of the crew of the Henrietta, Peter Brown, and went on board the Frenchman. Our captain told us he was going to see if the French captain would take all of us and the passengers on board. When our captain came back, he told us that the Frenchman could not take the crew, but that he, the master and passengers and one of the boys, the captain's son, and the captain and mate of the Oneida, were going on board, and they subsequently went on board. Peter Brown, one of our seamen, also went on board. He acted as interpreter.

9. The Florida, after she had put the captain of the Henrietta and Oneida and the others on board of the Frenchman, lay-to until daylight of the next day, which was the 25th of April. In the morning of that day, about 8 o'clock, a strange sail was seen which we made for under all steam, and after running after her for about an hour and a half, another sail came in sight, and we then ran for her, and spoke her. She turned out to be the Danish brig Ceres, bound for Gibraltar for orders. The first lieutenant of the Florida hailed her, and asked her if she could take any passengers. The master of the Ceres said he could take five, and the captain of the Florida then sent me and John Shutt, and William Evans, John Trader, and our cook, in one of the Florida's boats on board the Ceres. I remained on board the Ceres until the 2d of May, when our provisions running short, the captain of the Ceres spoke the English bark Regatta, bound for Liverpool, and I and William Evans, and John Shutt, and John Trader, were put on board the Regatta.

10. On the 18th May, the Regatta's water running short, I and William Evans were put on board the Inca, which we had previously spoken, and we arrived in Liverpool yesterday.

During the whole of the time I was in the Florida we were left on the deck and in irons, and when we went on board we found some fourteen or fifteen other prisoners.

11. The Florida carried two large pivot guns, one forward and one aft, and she had three large guns on each side. The crew was a mixed one, most of them being Irishmen. They numbered I should think about 130. We were asked to join the Florida, and were offered \$22 a month, \$50 bounty, and a share of prize money, but we refused to join under any conditions.

HENRY G. WAGNER.

Sworn at Liverpool, in the county of Lancaster, this 5th day of June, 1863, before me.

JOHN YATES,
*A Commissioner for taking Affidavits in the
Courts of Exchequer or Pleas.*

Earl Russell to Mr. Adams.

[Extracts.]

FOREIGN OFFICE, *July 13, 1863.*

SIR: I have to acknowledge the receipt of your letter of the 7th instant, inclosing papers relative to the destruction of the American ship *Henrietta* by the Florida. * * * * So far as it may be intended, by the communication of the inclosed papers, to assert or record a claim against her Majesty's government on account of the destruction of those vessels, I would beg leave to refer you to my letter of the 9th of March last, and to repeat that her Majesty's government entirely disclaim all responsibility for the acts of vessels of war of the so-styled confederate government.

* * * * *

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Seward to Mr. Adams.

No. 672.]

DEPARTMENT OF STATE,
Washington, August 7, 1863.

SIR: I inclose a copy of a dispatch, of the 25th ultimo, from W. C. J. Hyland, esquire, the United States vice-consul at Bermuda. Inasmuch as the captured silver referred to therein has not, so far as this government is informed, been adjudicated upon in any court of competent jurisdiction, the expediency of an effort to recover it, or to obtain it for the benefit of the American citizens who were its legal owners, or for the benefit of the insurers, is suggested.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Hyland to Mr. Seward.

[Extract.]

No. 80.] CONSULATE OF THE UNITED STATES OF AMERICA,
Bermuda, July 25, 1863.

SIR: I have the honor to inform you that the British brig *Eagle*, Captain Norfolk, sailed from this port on the 22d instant for Liverpool, Great Britain, with a cargo of cotton, taken from warehouse here, and a large portion of bar silver from the rebel steamship *Florida*, the whole valued at £50,000. The silver has been transferred by bill of sale to John J. Bourne, the agent of the rebel States.

I am, sir, with much respect, your most obedient servant,
W. C. J. HYLAND,
Vice-Consul.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. F. W. Seward to Mr. Adams.

No. 684.] DEPARTMENT OF STATE,
Washington, August 22, 1863.

SIR: It devolves upon me to transmit to you a copy of a communication of the 14th, and of one of the 19th instant, from Francis Boyd, esquire, of Boston, relative to the capture and destruction of his ship *Red Gauntlet*, of that port, by the piratical vessel now commonly designated the *Florida*. It appears from depositions, appended to the letter of the 19th, that until the *Red Gauntlet* was actually seized, the British flag was flying on the *Florida*.

These papers are committed to you with a view to such disposition as shall conduce to just reparation for losses and injuries to the parties aggrieved. Additional evidence in the case is expected, which, when received, will be communicated to you.

I am, sir, your obedient servant,
F. W. SEWARD, *Acting Secretary*.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

[For inclosures see Mr. Adams's dispatch to Mr. Seward, No. 530, dated November 5, 1863, *post*.]

Mr. Adams to Mr. Seward.

[Extract.]

No. 481.] LEGATION OF THE UNITED STATES,
London, August 27, 1863.

SIR: * * * * *

In regard to the subject of the first of these, No. 672, of the 7th instant, I have to say that on the 18th instant the consul at Queenstown reported to this legation that the *Florida* was off that harbor. On the 17th three persons, named S. W. Averott, F. Gamerton, and T. T. Hinton,

being officers, landed, with what motive is not quite clear. Meanwhile, the steamer *Eagle* brought the bar-silver to Liverpool on the 20th instant.

I have had a visit from a member of the English house of F. Huth & Co., to inform me that they are the true consignees and owners of this property, which has been fully insured in London. They, in conjunction with the underwriters, had taken advice with regard to the possibility of recovering it, and the answer had been favorable, but they had been recommended to apply for my assistance and co-operation. I replied, that any service I, or any of the officers of the government, could render to them in the case would be at their disposal, but that in my belief their only chance of success would come through the character of British subjects. My experience has taught me the inefficacy of all agencies to work results in favor of American claims through the courts here in these cases. The gentlemen said they did not wish to make a political question of it, and would only ask me to place them in communication with my sources of information, in order the better to understand the facts. I directed the secretary, Mr. Wilson, to give him a note of introduction to Mr. Eastman, which was done, and he took his leave.

Some account of this transfer has got into the newspapers, with a pretense that the intention of the pirates is to restore the plunder to the right owners. As the underwriters in London have heretofore been such liberal patrons of the illicit trade carried on for the benefit of these parties, they may possibly indulge in the hope of some sign of reciprocation on the present occasion, which I fear will turn out but a pleasing delusion.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Dayton to Mr. Seward.

No. 340.]

LEGATION OF THE UNITED STATES,
Paris, September 1, 1863.

SIR: Lest our vice-consul at Brest may have neglected to send you a copy of the sworn statement of Captain Cavarly and others of the ship *Anglo-Saxon*, of New York, lately burned at sea by the *Florida*, I herewith send you the copy of such statement, sent by the vice-consul to this legation.

I am, sir, your obedient servant,

WILLIAM L. DAYTON.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Statement of John M. Cavarly, master of the ship Anglo-Saxon, of New York, captured and burned by the privateer Florida.

BREST, August 25, 1863.

On this 25th day of August, in the year of our Lord eighteen hundred and sixty-three, before me, J. M. Kerros, vice-consul of the United States of America for Brest, personally appeared John M. Cavarly, late master

of the American ship called the *Anglo-Saxon*, of New York, and declared as follows :

We sailed from Liverpool on Monday morning, August 17, 1863, bound to New York. We had strong gales from the west to northwest till Wednesday morning, when we took the *mid* at north-northwest. Passed Tuskan light-house on Wednesday night. Thursday, light winds from the northwest all day ; ship standing to the west-southwest.

Friday morning, August 21, at five, the second officer came to my room and said there was a steamer near us coming toward the ship. I went on deck at once. The ship lay becalmed ; her courses were hauled up. The steamer came under our stern, hailed the ship, and asked where from and where bound. He then sent a boat on board the ship ; told me to take my papers and go on board the steamer.

I went on board the steamer ; the captain took my papers and looked at them ; he then said : Your ship is a prize to the confederate steamer *Florida*, Captain Maffit. He told me to take my clothing—my ship's company the same—and come on board the *Florida* at once. I then asked him to bond the ship. His reply was, my cargo was a contraband of war ; he should burn the ship.

They took all the provisions, sails, cordage, canvas, &c., they wanted from the ship, besides my two chronometers, barometers, all my charts, sextant octant, in fact all the nautical instruments belonging to the ship, besides some spars, and many other things. They did not allow any of my crew or officers to take their trunks or chests.

When my ship's company were on board, all but myself and my officers and cook were put in irons. I had a channel pilot on board when the ship was captured. We both judged the ship to be twenty-five miles from Queenstown. At noon on Friday, August 21, after they had taken all they wished from the *Anglo-Saxon*, they set my ship on fire, and fired two broadsides of shot and shell at her. The *Florida* then steered to the southwest ; spoke two vessels the same afternoon ; both were British, and refused to take their prisoners. On Sunday morning saw the land, which was Ushant. In the afternoon anchored in the harbor ; were quarantined till Monday afternoon, when we were landed in Brest. The American consul took charge of myself, officers, and crew.

And together with the said master also came Arthur Snow, chief officer ; W. Parmer, second mate ; B. Balls, third mate ; John Brown, carpenter ; George Brown, seaman, of and belonging to the said ship, all of whom, being by me duly sworn, did severally, voluntarily, freely, and solemnly declare that the above statement is according to the truth.

In testimony whereof, they have hereunto subscribed their names ; and I, the said vice-consul, have granted to the said master this public instrument under my hand and the seal of this vice-consulate to serve and avail him and all others whom it doth or may concern as need and occasion may require.

[L. s.]

J. M. KERROS,
United States Vice-Consul.
JOHN M. CAVARLY, *Master.*
ARTHUR L. SNOW.
B. BALLS.
JOHN BROWN.
GEORGE BROWN.

Mr. Adams to Mr. Seward.

[Extract.]

No. 497.]

LEGATION OF THE UNITED STATES,
London, September 17, 1863.

SIR:

The same evening I received from Lord Russell a note, * * * A copy of my reply accompanies this dispatch.

I have the honor to be, sir, your obedient servant,
CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Earl Russell.

[Extract.]

LEGATION OF THE UNITED STATES,
London, September 16, 1863.

My LORD: * * * In the very first instance in which I had the honor to present a remonstrance to your lordship, (the case of the gunboat Oreto,) it appears, from the admission of the individual now in command of that vessel, under the name of Florida, that she was built in the port of Liverpool with the intent to carry on war against the United States. I quote from the language of a letter signed J. N. Maffit, which has appeared in the public prints, when I say that "that corvette has, in fact, been built and armed by the government of the Confederate States of America."

I pray, &c., &c.

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Mr. Seward to Mr. Adams.

No. 712.]

DEPARTMENT OF STATE,
Washington, September 18, 1863.

SIR: Referring to my No. 684, of the 22d ultimo, relative to the claim of Francis Boyd, esq., of Boston, Massachusetts, against the British government on account of the capture and destruction of the ship Red Gauntlet, I now inclose a copy of a letter, of the 3d instant, from him on the subject, and of the protest made by the master and officers of the Red Gauntlet.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

[For inclosures see Mr. Adams's dispatch to Mr. Seward, No. 530, November 5, 1863, *post.*]

Mr. Seward to Mr. Adams.

No. 723.]

DEPARTMENT OF STATE,

Washington, September 26, 1863.

SIR: Referring to previous instructions upon similar cases, I inclose a copy of a letter of the 24th instant, and of the memorial which accompanied it, addressed to me by Messrs. N. P. Mann & Co., of Boston, preferring a claim against Great Britain on account of losses accruing to them by the destruction of the American ship *Commonwealth*, of New York, by the *Florida*, (so-called.) You will be pleased to pursue the course in regard to this claim which may be adopted in regard to the others.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

[For inclosures see Mr. Adams's dispatch to Mr. Seward, No. 530. dated November 5, 1863, *post.*]

Mr. Dayton to Mr. Seward.

No. 359.]

LEGATION OF THE UNITED STATES,

Paris, October 8, 1863.

SIR: Mr. Drouyn de Lhuys not having received the diplomatic corps last week for business, I this morning have had a long conversation with him upon various matters. In the first place, I left with him the copy of a letter recently written by Captain Maffitt, of the rebel steamer *Florida*, at Brest, to Captain Bullock, of the rebel navy, as to the discharge of part of the crew of the *Florida*, &c., a copy of which letter was inclosed to me by our consul at Liverpool. A copy of the same is hereunto attached. My object in showing this letter was to prove, first, that Captain Bullock was yet in the rebel service, and, secondly, that the crew in question, or part of it, had been voluntarily discharged from the *Florida*; that if this vessel was, therefore, incapacitated for want of a sufficient crew, it was not the act of God, but their own act, and they were suffering from a self-inflicted impotence. This was to answer the principle suggested by Mr. Drouyn de Lhuys in conversation, that their necessary wants for purposes of navigation, not of war, they were entitled to have supplied. I reminded him, too, of the fact that if he carried out this principle to its full extent, if the term of service of a crew were known to be about expiring, a captain might run his ship into a neutral port anywhere, discharge his crew, and then reship, in the same port, a new crew for hostile purposes; that, under these circumstances, the captain of the *Florida* might claim the right to ship a crew of French sailors at Brest. I told him that sailors for an enemy's ship of war were contraband, as much so as soldiers for its armies. I could not conceive, therefore, that France could fairly maintain her neutrality, and yet permit these things to be done in her ports. It is probable that I shall put these and some other views upon this subject, of the aid given to the *Florida*, in writing before she is permitted to sail. They may be of service as matter of future reference.

The neutrality of France, he said, would be maintained, and that his whole purpose was to settle these questions upon proper principles of international law.

I should add, that I learned from Liverpool that these men, owing to some difficulty with the confederate agents, have not yet signed the shipping articles. In the meantime this government is holding the question under consideration.

I am, sir, your obedient servant,

WILLIAM L. DAYTON.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Captain Maffitt to Captain Bullock.

CONFEDERATE STATES STEAMER FLORIDA,
Brest, September 3, 1863.

SIR: Herewith I send you a list of men discharged from the Florida, with their accounts and discharges. Many of them have asked for transportation, and others for reference to you or to a confederate agent. I would request you to provide them situations in the service.

I have the honor to be, sir, very respectfully, your obedient servant,
J. N. MAFFITT,

Commander Confederate States Navy.

Captain J. D. BULLOCK,
Confederate States Navy, Liverpool.

Mr. Seward to Mr. Adams.

No. 741.]

DEPARTMENT OF STATE,
Washington, October 24, 1863.

SIR: I inclose for your information a copy of my instruction of this date, No. 421, to Mr. Dayton, relative to the case of the Florida, at Brest, and upon the question whether that vessel is a privateer or a public armed vessel.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Seward to Mr. Dayton.

No. 421.]

DEPARTMENT OF STATE,
Washington, October 24, 1863.

SIR: Your dispatch of October 8 (No. 359) has been received. Your proceedings herein related, in regard to the favors shown to the pirate Florida and her crew at Brest, and the positions assumed on that subject in your interview with Mr. Drouyn de Lhuys, are altogether approved.

In connection with this subject, I submit for your consideration the expediency of recalling the attention of Mr. Drouyn de Lhuys to a correspondence on the subject of privateers which took place between the French government and the government of the United States at the beginning of the Crimean war. A statement of this correspondence accompanies this dispatch. If the French government take the ground

that the *Florida* is not a privateer, but a public armed vessel, it may be pertinent to ask, of what practical value to an exposed belligerent is the distinction made by a neutral between public armed vessels and privateers, if the other belligerent can, at its pleasure, create privateers into belligerents, by giving them commissions instead of letters of marque; and if, bearing such commissions, they can, to all practical intents, carry on the business of privateering? It would be difficult to see, in that case, what the interests of commerce have gained, or can gain, by the declaration of the congress of Paris against privateering.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

WILLIAM L. DAYTON, Esq., &c., &c., &c.

MEMORANDUM.

Under date of April 28, 1854, Mr. Sartiges, &c., &c., &c., minister plenipotentiary of France, addressed a communication to the Secretary of State, in which he stated that his Majesty the Emperor of the French and her Majesty the Queen of Great Britain had determined, in the war with Russia, not to authorize privateering by letters of marque, and that the government of his Majesty the Emperor of the French trusted that the government of the United States would, by way of just reciprocity, give orders that no privateers under the Russian flag should be allowed to be fitted out, or victualled, or admitted with its prizes in the ports of the United States, and that citizens of the United States would rigorously abstain from taking part in equipments of that kind, or in any other measure contrary to the duties of a strict neutrality.

The Secretary of State replied to Mr. Sartiges, on the same day, that he was directed by the President to state that the government of the United States, while claiming the full enjoyment of their rights as a neutral power, would observe the strictest neutrality towards each and all the belligerents; that the laws of the United States imposed severe restrictions, not only upon its own citizens, but upon all persons who might be residents in this country, against equipping privateers, receiving commissions, or enlisting men therein, for the purpose of taking a part in any foreign war; that it was not apprehended that there would be any attempt to violate these laws; but should the just expectations of the President be disappointed, he would not fail in his duty to use the power with which he was invested to enforce obedience to them; that considerations of interest and the obligations of duty alike give assurance that the citizens of the United States would in no way compromise the neutrality of their country by participating in the contest in which the principal powers of Europe were unhappily engaged.

A similar note was addressed to the department by Mr. Crampton, the British minister, who received the same answer.

Mr. Adams to Mr. Seward.

No. 527.]

LEGATION OF THE UNITED STATES,
London, October 30, 1863.

SIR: I have the honor to transmit a copy of a note received from Lord Russell, dated the 26th instant, in reply to mine of the 23d, a copy of

which, based on the instructions contained in your dispatch No. 730, of the 6th instant, is now submitted with it.

Inasmuch as the argument of your dispatch was drawn up more particularly to apply to the case of the Alabama, I decided upon sending in with my note only the papers connected with the depredations committed by that vessel. This left on my hands a number of others occasioned by the Florida not disposed of. I now propose to send those in likewise to his lordship, with a note in which I mean to take notice of his singular allusion to "seeming merchant ships," in the face of the evidence in those cases, which went so far as to strip off all such semblance.

I have the honor to be, sir, your obedient servant,
CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

[For inclosures see same dispatch printed under subdivision "Alabama," Vol. III.]

Mr. Adams to Mr. Seward.

[Extract.]

No. 530.]

LEGATION OF THE UNITED STATES,
London, November 5, 1863.

SIR: In my dispatch No. 527, of the 30th of October, sent last week, I mentioned my intention to address a note to Lord Russell, in reply to his of the 26th of that month, and at the same time seize the opportunity to send in the papers which yet remained in my hands relating to cases of depredations committed by the Oreto, *alias* the Florida. A copy of that note is herewith transmitted.

I have the honor to be, sir, your obedient servant,
CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, October 31, 1863.

MY LORD: I have the honor to acknowledge the reception of your note of the 26th instant.

The conclusion to which it would seem that both governments arrive, in regard to the disposition to be made of the claims growing out of the depredations of the Alabama and other vessels issuing from British ports, appears to render further discussion of the merits of the question unnecessary. It is only to preclude the possibility of any inference growing out of an omission to notice it that I beg permission to make a single remark in connection with your lordship's observation, that "the British government declines to be responsible for the acts of parties who fit out a seeming merchant ship." So far as the vessels now complained of are concerned, I think no reasonable doubt can be entertained, from the evidence which was obtained before their departure, that they never

bore the semblance of merchant ships, even to her Majesty's officers who reported upon them.

I now beg permission to lay before her Majesty's government a number of memorials and other papers connected with the depredations of the vessel formerly called the *Oreto*, and now the *Florida*, which I am instructed to request may be disposed of in the manner indicated in my note of the 23d instant, to which your lordship's was in answer.

I pray your lordship to accept the assurances of the highest consideration which I have the honor to be, my lord, your most obedient servant,
CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Messrs. Mann & Co. to Mr. Seward.

BOSTON, September 24, 1863.

DEAR SIR: Inclosed we hand you the memorial and protest of the destruction of the ship *Commonwealth*, of New York, by the war steamer called the *Florida*, commanded by one Maffit; and we ask, through the government of the United States, that a proper representation of our loss be made to the government of Great Britain, and reparation demanded; or that the government of the United States may assume the same as one of the obligations to protect the rights of citizens thus wantonly violated; and, as in duty bound, will ever pray.

Yours, &c.,

N. P. MANN & CO.

Memorial.

To the Hon. WILLIAM H. SEWARD,
Secretary of State, Washington, D. C.:

The memorial of N. P. Mann, N. P. Mann, junior, and A. J. Mann, of the city of Boston, merchants, constituting the mercantile firm of N. P. Mann & Co., owners of one-fourth of the American ship called the *Commonwealth*, of New York, of the burden of 1,275 tons, respectfully represents that said ship, being a legally registered American ship, sailed from the port of New York, on or about the 19th day of March now last past, laden with a cargo of general merchandise and government stores, bound for San Francisco, in the State of California, under the command of George S. McClellan.

That the other three-fourths parts of said vessel were owned by citizens of the United States, and that she was engaged in the performance of her lawful voyage.

That the intended voyage was pursued without any material occurrence until Friday, the 17th day of April last, when the said ship was about thirty miles south of the equator, and in longitude about 30' west, at which time and place the master of said ship discovered a steamer steering toward said ship with the American or United States colors flying. That said steamer soon overhauled the ship, and sent a boat's crew on board armed with pistols and cutlasses. That the said boat's crew announced themselves as belonging to the war steamer called the *Florida*, claiming to sail under the flag of the Confederate States, so-called, commanded by one Maffit.

That the master of the ship was ordered to repair on board the steamer, with all his papers; that the officers and crew of the ship were put in

irons and transferred to the pirate steamer; and that after robbing the ship of many articles, she was set on fire by the pirate crew and totally consumed.

And now we, the said Nehemiah P. Mann, Nehemiah P. Mann, junior, and A. J. Mann, owners of one-fourth part of the said ship Commonwealth, do enter our solemn protest against the destruction of said ship; and do, by these presents, demand of the government of Great Britain full reparation for the same, in the sum of \$22,250, being one-fourth of the value of the said vessel, and one-fourth of the value of the freight pending, and in course of being earned at the time said ship was destroyed, as hereinbefore set forth.

Your memorialists would further represent that they predicate and make this protest and demand upon the facts hereinafter stated, which, according to the best of their knowledge and belief, can be fully verified whenever it shall be found necessary, to wit:

The said steamer calling herself the confederate war steamer Florida is an English vessel, and no other. She was built in England, and was allowed to leave the British waters, although information as to her true character, and the intention to use her as a privateer, to prey upon the commerce of the United States, then and now at peace with Great Britain, was lodged with the British government. That she left an English port under the British flag, and was manned by British subjects. That had any ship of war of the United States seized her after leaving British waters, she would have claimed the protection of the British flag, and have escaped under the cloak of British ownership. That said steamer has not, as your memorialists believe, at any time actually become the property of any parties other than those who caused her to be built and fitted out in a British port.

And your memorialists would further represent that said steamer called the Florida, after thus fraudulently leaving the ports of Great Britain, against the Queen's proclamation of neutrality, has repeatedly visited divers ports in the West Indies which are under the jurisdiction of Great Britain; and notwithstanding the facts were well known by the government officials at such ports, she has not been seized or detained by the British government, but, on the contrary, has been allowed every facility for obtaining supplies and advice that she might continue her piratical depredations upon American commerce. That no examination has ever been made by the British government, through their officers or agents, as to the manning of the said steamer by British subjects or as to the prostitution of the British flag by thus giving protection to piracy under its folds.

In view of these matters, and of others which may be made apparent, your memorialists do now enter their solemn protest against the British government and people as willing parties, negligently culpable, in the destruction of their property on the high seas; first violating the proclamation of the Queen by building and manning said piratical steamer, and then allowing her to continue her depredations after her character was patent to the world.

And your memorialists ask, through the government of the United States, that a proper representation of their loss be made to the government of Great Britain, and reparation demanded; or that the United States may assume the same as one of the obligations to protect the rights of citizens thus wantonly violated.

And as in duty bound will ever pray.

NEHEMIAH P. MANN.
NEHEMIAH P. MANN, JR.
A. J. MANN.

UNITED STATES OF AMERICA,

Commonwealth of Massachusetts, County of Suffolk, ss :

Be it known to all whom it doth or may concern, that on the twenty-third day of September, in the year of our Lord 1863, before me, John S. Tyler, a notary public and justice of the peace, under the seal of the Commonwealth, duly commissioned and sworn at my office, in the city of Boston, personally came Nehemiah Mann, junior, A. J. Mann, and Nehemiah Mann, resident merchants of this city, to me well known, and made before me the foregoing memorial and protest, declaring the same to be just and true. Wherefore, at the request of said appearers, I have caused the same to be verified by the oaths of said appearers, and to be entered in my notarial records, to serve as occasion may require.

In testimony whereof I have hereunto affixed my official seal on the day of the date above written.

JOHN S. TYLER,

Notary Public and Justice of the Peace.

Mr. Boyd to Mr. Seward.

BOSTON, August 19, 1863.

SIR: Herewith I inclose depositions taken before John S. Tyler, esq., notary public, of those of the crew of the Red Gauntlet who returned to this city. You will observe the main body of this deposition is signed by Charles F. Ellis, George Hammond, and William Hennessy; afterwards confirmed by George W. Fuller, whose parents reside in this city; and then again by him and John Baldwin, the carpenter, particularly as to the fact that the Florida had the English flag flying until the capture was completed. I deem the testimony of Baldwin important, as it seems he is an English subject, and very naturally had his attention drawn to what was going on under the English colors.

I am advised to-day by Captain Lucas, from Antwerp, August 4, that his protest, made there before the American consul, will be forwarded within the week. When received I will forward the same to your department.

Very respectfully,

FRANCIS BOYD.

Affidavit of George W. Fuller and John Baldwin.

Be it known to all whom it doth or may concern, that on this 24th day of July, A. D. 1863, personally appeared before me, John S. Tyler, a notary public, duly commissioned and sworn, George W. Fuller, seaman, and John Baldwin, carpenter, lately belonging to the ship Red Gauntlet, of Boston, burned by the piratical steamer Florida; and the hereto annexed affidavit, made by Charles F. Ellis, George Hammond, and William Hennessy, having been carefully read to these appearers, they hereby confirm the same; and said appearers did further declare that the British flag was flying on board the piratical steamer at the time the officers and boats' crew came on board the Red Gauntlet, and remained flying until the officer had announced to Captain Lucas that his ship was a prize. Afterwards the British flag was lowered, and the rebel flag hoisted in its place.

In witness whereof the said appearers have hereto set their names, in presence of me, the said notary.

GEORGE W. FULLER.
JOHN BALDWIN.

UNITED STATES OF AMERICA,
Commonwealth of Massachusetts, Suffolk, ss:

On this 24th day of July, A. D. 1863, George W. Fuller and John Baldwin made oath before me that the foregoing affidavit, by them signed, is true.

In testimony whereof I hereunto set my hand and seal of office.

JOHN S. TYLER,
Notary Public.

I, George W. Fuller, of Boston, on oath declare that I shipped as ordinary seaman on board the ship Red Gauntlet, on her attempted voyage from hence to Hong Kong; that I have read the affidavit of Ellis, Hammond, and Hennessy, who were my shipmates, hereunto annexed, and that I fully confirm the same.

GEO. W. FULLER.

SUFFOLK, ss:

Sworn before me, July 18, 1863.

JOHN S. TYLER,
Notary Public.

Affidavit of Charles F. Ellis, George Hammond, and William Hennessy.

Personally appeared before me, the undersigned notary public, at my office in Boston, Charles F. Ellis, green hand, George Hammond, steward, William Hennessy, cook, all lately belonging to the ship Red Gauntlet, of Boston, A. H. Lucas, master, and being sworn to declare the truth, and nothing but the truth, did depose and say:

That they sailed in said ship from Boston on the 22d day of May now last, bound for Hong Kong, China, having each of them signed shipping articles for the said voyage; that they proceeded on the voyage without any material occurrences until Sunday the 14th day of June ultimo, when, being in latitude 70° 40' north, and longitude 35° 40' west, at about 6 a. m. they discovered a steamer about fifteen miles distant. The Red Gauntlet kept her course, being on the leeward. The steamer altered her course, and ran down for the ship. She came up and fired a shot across the ship's bow. She had the British flag on her mizzen yard or gaff. The ship was hove to by order of Captain Lucas, and a boat came on board from the steamer. There was a lieutenant and ten men in the boat; the men had cutlasses and revolvers. After they got on board the steamer hauled down the English flag and ran up the flag of the so-called Confederate States. The lieutenant and Captain Lucas went into the cabin, and said Hammond, being in the cabin, heard the lieutenant say to Captain Lucas that he would take such of his things as he could put into a bag. Captain Lucas asked him to take his trunks, and the lieutenant assented, telling the captain to hurry. The rebel officers and men told the crew, as soon as they came on board, that they must each one get a bag and put in such things as it would hold to take with them on board the steamer. This was about half past 8 a. m. All hands left the ship before 11 a. m. and went on board the steamer. As the men went on deck they were ironed, and then left on deck. The steamer's crew, to the number of about twenty men, went on board the ship, and both stood to the northward. They were in company about twelve days, during which the pirate captured and burned the ship R. R. Hoxie. Deponents saw on board the steamer the crew of the ship Southern Cross, which vessel they were told had been destroyed before the Red Gauntlet was taken.

When the steamer used her sails only, the Red Gauntlet would outsail her. On the 26th of June, being in about 29 degrees north latitude, and 47 degrees west longitude, the pirates all left the Red Gauntlet, after setting her on fire. This was done at about half past five in the afternoon. The steamer laid by for about an hour, during which the main and mizzen masts of the ship were seen to fall, and she was in a sheet of flame fore and aft. The steamer continued to stand to the northward, and the next morning the ship could not be seen. On the 27th of June we fell in with a whaling schooner, called the Farmer H. Hill, of Provincetown, which the steamer captured. At this time she was carrying the United States flag, and deponents did not see the rebel flag hoisted. At about half past ten the rebels had put these deponents, with all but five of the Red Gauntlet's crew, and many other prisoners, in all fifty-four, on board the schooner, and she steered for Bermuda. Captain Freeman, the master of the schooner, said that he was compelled by the pirates to give a bond to get his vessel released.

On the 4th of July the schooner arrived at Hamilton, Bermuda, where all the fifty-four men were landed.

The deponents remained at Bermuda until the 9th day of July, when they sailed for New York in the brig Henrietta, having been provided with a passage by the consul of the United States.

On the 15th instant deponents arrived at New York, and came thence to Boston by the Fall River route.

Deponents have omitted to state that on the 18th of June the pirate steamer fell in with an Italian brig, which they boarded; said brig was bound for England. Captain Lucas, Mr. Dodge, first mate, Mr. Almy, second mate, and Mr. Brady, third mate, of the Red Gauntlet, were put on board the said brig, with the masters and officers of other captured ships, by the direction of Captain Maffit.

The rebel steamer was the Florida, and further said deponents say not.

CHARLES F. ELLIS.
GEORGE HAMMOND.
WILLIAM HENNESSY.

Attest:

JOHN S. TYLER.

BOSTON, July 17, 1863.

UNITED STATES OF AMERICA,

Commonwealth of Massachusetts, Suffolk, ss:

Then the above-named Charles F. Ellis, George Hammond, and William Hennessy, made oath before me that the foregoing affidavit, by them signed, contains nothing but the truth.

In testimony whereof I have caused the same to be recorded in my official record-book, and hereunto set my hand and seal of office.

JOHN S. TYLER,
Notary Public and Justice of the Peace.

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Mr. Boyd to Mr. Seward.

BOSTON, September 3, 1863.

SIR: I had the honor of addressing you on the 19th ultimo, inclosing original copy of the protest taken here of the crew of the ship Red Gauntlet, burned by the Florida.

I have now to inclose original copy of protest made by the master, A. H. Lucas, and the three officers, before A. W. Crawford, United States consul at Antwerp, to which port the officers were taken, as will appear by the document itself.

I should be glad to know if it is necessary or proper, at the present time, for me, as the owner of the ship, to make any more formal claim on the British government for the capture of said ship under their colors, and by their assistance in every form.

Respectfully, &c.,

FRANCIS BOYD.

PROTEST.

CONSULATE OF THE UNITED STATES OF AMERICA,

Port of Antwerp:

On this 31st day of July, A. D. 1863, before me, A. W. Crawford, consul of the United States of America for Antwerp and the dependencies thereof, personally appeared A. H. Lucas, master of the ship or vessel called the Red Gauntlet, of Boston, of the burden of 1,038 tons or thereabouts; and declared that on the 23d day of May last past he sailed in and with the said ship from the port of Boston, bound for Hong Kong, laden with ice and general cargo, and arrived in the Italian brig Due Fratelli, of Genoa, the ship Red Gauntlet having been captured by a piratical steamer called the confederate steamer Florida, hereby enters this note of protest accordingly to serve and avail him hereafter, if found necessary.

A. H. LUCAS, *Master.*

Attested:

A. W. CRAWFORD, *United States Consul.*

I, the undersigned consul of the United States of America for Antwerp and the dependencies thereof, do hereby certify that the foregoing is a true and genuine copy of the note of protest made by the master of the ship Red Gauntlet, having been compared by myself with the original, and found to agree therewith word for word, and figure for figure.

Given under my hand and the seal of this consulate, this 31st day of July, 1863.

A. W. CRAWFORD, *United States Consul.*

CONSULATE OF THE UNITED STATES OF AMERICA,

Port of Antwerp, to wit:

By this public instrument of declaration and protest, be it known and made manifest unto all whom these presents shall come or may concern, that on the 31st day of July, 1863, before me, A. W. Crawford, consul of the United States of America for Antwerp, and the dependencies thereof, personally came and appeared A. H. Lucas, late master of the ship or vessel called the Red Gauntlet, of Boston, of the burden of 1,038 tons or thereabouts, captured by the so-called confederate steamer Florida, laden with ice and general cargo, who duly noted and entered with me, the said consul, his protest for the uses and purposes hereafter mentioned; and now on this day, to wit, the day of date hereof,

before me, the said consul, again comes the said A. H. Lucas, and requires me to extend this protest; and together with the said A. H. Lucas, also come R. F. Dodge, first officer, Charles E. Almy, second officer, and C. L. Brady, third officer of and belonging to the said ship, all of whom being by me duly sworn, &c., did severally, voluntarily, freely, and solemnly declare, depose, and state as follows, that is to say, that these appearers, on the 22d day of May, 1863, in their capacities aforesaid, sailed in and with the said ship, from the port of Boston, laden with ice and general cargo, and bound to the port of Hong Kong; that the said ship was then tight, staunch, strong; had her cargo well and sufficiently stored and secured; had her hatches well caulked and covered; was well and sufficiently manned, victualled, and furnished with all things needful and necessary for a vessel in the merchant service; and particularly for the voyage she was about to undertake; that nothing worthy of note occurred until Sunday, the 14th of June, when in latitude about $8^{\circ} 30'$ north, and longitude $34^{\circ} 40'$ west, at 6 a. m. on that day, the wind being east, discovered a vessel, apparently a bark, two points off the lee bow, and standing on the wind to the northward; a ship in sight to windward at the same time, also standing to the northward; shortly afterwards discovered that the bark-rigged vessel was a screw steamer, with two smoke stacks; at 7 a. m. the steamer bore due west from us, when the British flag was hoisted on board of her; we set the American flag in answer, and kept it flying about ten minutes, then hauled it down; at half past 7 a. m. the steamer tacked ship, took in all sail and steamed up towards us; shortly afterwards a shot was fired from the said steamer towards us, passing a few yards leeward of the ship; we then brought the ship to the wind in the usual manner, the steamer approached within a few yards to windward and some person hailed the ship, in the usual manner, asking where we were from, and where we were bound. We replied in the usual manner, and some person on board the steamer said they would send a boat aboard. A boat filled with armed men came alongside the ship, and an officer who had charge of the boat came aboard and demanded the ship's papers to look at; the moment the officer stepped on board the British flag was hauled down and a flag called the Confederate States' flag (with three horizontal stripes, red, white, and red, with a blue union containing thirteen white stars) was substituted. I produced the ship's papers, and after he had examined them he told me the ship was a prize to the Confederate States steamer Florida, Captain Maffitt. I said to the officer that the cargo of the ship was principally British, and directed his attention to the British consul's certificates attached to each bill of lading. He said that was no protection, that the ship was a good prize, and that I must get ready to go on board the Florida, adding at the same time that the boat was ready. I asked for the ship's papers, and he said that he would keep them and send them on board the Florida. I handed him a letter given me in Boston containing invoices and proofs of the nationality of the cargo, but no notice was taken of it. I was told to take nothing but wearing apparel, and not too much of that, as it would not be allowed. He demanded all private arms and pistols, took the two chronometers and all the nautical instruments, and before I had time to pack up my clothing two armed men entered the cabin and told me to go in the boat, the officer saying he would send my clothing aboard. I obeyed, as resistance was useless. I, with the officers and crew, was transported to the steamer; on arrival there all, except the first officer and myself, were put in irons. I inquired for the commander, and asked him if he was Captain Maffitt. He replied that he was.

I told him the ship's cargo was principally British, and that the bills of lading had British consul's certificates attached. He said that made no difference. I protested against his proceeding. He said the ship was a good prize. I asked him if he would bond the ship. He replied, "No; I shall bond no more American ships; it is a preposterous idea to think of bonding an American ship in order to save a little British cargo, for since Lincoln has declared the bonds of the Ariel null and void I shall destroy and not bond any American ships I may capture." A prize crew was put on board the Red Gauntlet, and she kept company with the steamer, standing north-northwest. The ship was plundered from day to day, in moderate weather the cargo and stores being transported to the steamer, as well as my own personal property, consisting of a chronometer, a sextant, a spy-glass, an opera-glass, barometer, books, charts, wearing apparel, and other personal property, being appropriated to the use of the steamer, the captain, officers, and crew.

Thursday, June 18, gave chase to and came up with the brig Due Fratelli, of Genoa. The brig was boarded under the British flag, and on the return of the boat the so-called Confederate States' flag was substituted. On the return of the boat I was ordered to go in the boat with my officers; we obeyed and were transferred to the brig, without being consulted or having any voice in the matter. The latitude was 13° 27' north, longitude 40° west, the Red Gauntlet in company.

Friday, June 19, at 2 p. m., saw the Florida and Red Gauntlet both standing to the north-northwest.

Now, therefore, be it known to whom it may concern, that I, Augustus H. Lucas, late master of the ship Red Gauntlet, of Boston, for and in behalf of all parties concerned or interested in said ship Red Gauntlet, her cargo, stores, outfits, freight, insurance, or in any other way or manner interested in anything appertaining to the said ship, do hereby protest against the capture and piratical detention of said ship and cargo; against the commander, officers, and crew of the said steamer Florida, collectively and individually; also against the builders and owners of said steamer; against the government or governments, or belligerents, recognized or otherwise, who may be interested in said steamer; and against any and all governments and authorities, local or otherwise, who have permitted the said steamer to be fitted out, armed, equipped, manned, supplied, recruited, or allowed to enter or depart from their ports or dependencies; and also other persons assisting in the same: and in behalf of all concerned shall hold each and all of them responsible for all damage or damages which may or shall arise in consequence of said capture; and also for all losses which may occur to the owner or owners, charterers, agents, shippers, consignees, underwriters, master, officers, or crew of said ship, in consequence of said capture. And I, together with the officers of said ship Red Gauntlet, do hereby conjointly sign this protest.

Thus done and protested in the port of Antwerp, this 1st day of August, in the year of our Lord 1863.

In testimony whereof these appearers have hereunto subscribed their names; and I, the said consul, have granted to the said master this public instrument under my hand and the seal of this consulate, to serve and avail him and all others whom it doth or may concern, as need and occasion may require.

A. W. CRAWFORD, *United States Consul.*

A. H. LUCAS, *Master.*

R. T. DODGE, *First Officer.*

CHARLES E. ALMY, *Second Officer.*

C. L. BRADY, *Third Officer.*

I, the undersigned, consul of the United States for Antwerp and the dependencies thereof, do hereby certify that the foregoing is a true and genuine copy of the protest made by the master of the ship *Red Gauntlet*, having been compared by myself with the original and found to agree therewith, word for word and figure for figure.

Given under my hand and the seal of this consulate, this 1st day of August, 1863.

A. W. CRAWFORD, *United States Consul.*

BRITISH CONSULATE, *Antwerp.*

I, the undersigned, her Britannic Majesty's consul at Antwerp, hereby certify that A. W. Crawford, esq., whose signature is attached to the foregoing document, is the consul of the United States residing at this port.

In testimony whereof I have hereunto set my hand and affixed my seal of office, this 5th day of August, 1863.

G. A. GEATTON.

Mr. Adams to Mr. Seward.

[Extract.]

No. 534.]

LEGATION OF THE UNITED STATES,
London, November 13, 1863.

SIR: In regard to the subject referred to in your several dispatches received this week, Nos. 741, 742, I have nothing further to report, excepting the reception of a note from Lord Russell, of the 10th instant, in acknowledgment of mine of the 31st ultimo, a copy of which accompanied my No. 530, sent to you last week. A copy of his reply is herewith transmitted.

* * * * *

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *November 10, 1863.*

SIR: I have the honor to acknowledge the receipt of your note of the 31st ultimo, inclosing further papers respecting the proceedings of the Alabama and the Florida.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Seward to Mr. Adams.

No. 1050.]

DEPARTMENT OF STATE,
Washington, July 29, 1864.

SIR: I transmit a copy of a letter of the 26th instant, addressed to this department by the Secretary of the Navy, and of the dispatch of

Mr. Allen, United States consul at Bermuda, to which it refers, relative to the insurgent steamer Florida making the Bermuda Islands a base for depredations on our commerce, and to alleged partiality shown to rebel cruisers in British colonial ports. The facts seem to warrant the remonstrance which Mr. Welles suggests should be addressed to Earl Russell, which course you will adopt, but in a form that, while it leaves no doubt of our sense of injury, will, nevertheless, give no just cause of offense to the British government.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

[For inclosures see Mr. Adams's dispatch to Mr. Seward, No. 774, September 2, 1864, *post.*]

Mr. Adams to Mr. Seward.

No. 774.]

LEGATION OF THE UNITED STATES,
London, September 2, 1864.

SIR: Under the directions contained in your dispatch No. 1050, of the 29th of July, I addressed a note to Lord Russell, on the 19th of August, on the case of the Oreto, *alias* the Florida, at Bermuda. Copies of this and of his lordship's acknowledgment on the 22d are herewith transmitted.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, August 19, 1864.

MY LORD: It is with very great regret that I find myself compelled to call the attention of your lordship to the abuse made of the neutrality of the island of Bermuda by the vessels under the direction of the insurgents in the United States, in making it a base for hostile operations against the commerce of a friendly nation. I have the honor to submit to your consideration the copy of an extract from a report of Mr. Allen, consul of the United States at that place, to the Secretary of State, in which he makes certain statements respecting the reception there of the gunboat known under the name of the Florida, and her subsequent proceedings, which appear to be directly in violation of the regulations heretofore laid down by her Majesty's government. I beg permission to remind your lordship of the remonstrances which were promptly made a short time since, in the case of one of the vessels of the United States, for proceedings of a far less exceptionable character.

Not doubting the disposition of her Majesty's government to do full justice in the premises, I pray your lordship to accept the assurances of the highest consideration with which I have the honor to be, my lord, your most obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

. *Mr. Welles to Mr. Seward.*

NAVY DEPARTMENT, *July 26, 1864.*

SIR: I have the honor to invite your attention to an extract from a dispatch of Mr. Allen, our consul at Bermuda, under date of the 30th of June ultimo, addressed to you, and referred to this department, in regard to the steamer Florida. The renewed depredations of this semi-piratical craft render it imperative, in my opinion, that the attention of the British government should be called to the fact that Bermuda is made the base of operations for war upon our commerce. During the whole period of the rebellion the British islands in the West Indies, and especially those nearest our coast, have been the resort and nurseries of the blockade runners, who have made it a business to traffic with and furnish supplies to the rebels that are making war on the government. Our countrymen have submitted to this abuse, in which so large an amount of British capital and British enterprise is embarked, with a forbearance that would scarcely have been borne by any other people. But it will not be endured that the rebel corsairs, which are engaged in plundering our commerce and destroying our shipping, shall find refuge, protection, and encouragement in the British islands that are nearest our coast, and make them the base of predatory operations in violation of good faith, international law, and neutral obligations.

Mr. Allen writes as follows:

"The Florida, after remaining in port nine days, went to sea last Monday evening, but has not been far from land; she is in sight to-day from the hills, about six miles off. She boards all vessels approaching these islands; she received all the coal and supplies they wanted. The coal was taken from the ship Storm King, C. L. Hobson, of Richmond, agent."

Heretofore exceptions have been taken by her Majesty's representative against our ships of war remaining in the vicinity of a neutral port to prevent violations of blockade, and our ships are permitted to remain but twenty-four hours in a British port; but here is a predatory rover, without acknowledged nationality, permitted to remain in a British port nine days, and then to coal and receive her supplies in order to go forth and plunder our merchantmen engaged in peaceful commerce. Without this encouragement and assistance in the British islands the Florida would not perpetrate these outrages. It appears to me imperative that the attention of her Majesty's government should be called to this subject, and that the abuse should be discontinued.

Consul Allen reports that the Florida, after leaving port, remained off the harbor, within about six miles, and boarded all vessels approaching the island.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *August 22, 1864.*

SIR: I have the honor to acknowledge the receipt of your letter of the 19th instant and its inclosure, relative to the proceedings of the Florida

at Bermuda, and to inform you that this matter shall have the attention of her Majesty's government.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Mr. Seicard.

No. 781.]

LEGATION OF THE UNITED STATES,
London, September 9, 1864.

SIR: In connection with my dispatch No. 774, of the 2d instant, I have the honor to transmit a copy of Lord Russell's reply to my note to him of the 19th of last month, remonstrating against the course of the authorities of Bermuda in relation to the steamer Florida.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *September 5, 1864.*

SIR: In reply to your note of the 19th ultimo respecting the proceedings of the Florida at Bermuda, I have the honor to inform you that her Majesty's government have received reports on the same subject from her Majesty's colonial and naval authorities, and that, after due consideration of the same, they are of opinion that, although some disposition was manifested by the commander of the Florida to evade the stringency of her Majesty's regulations, the most commendable strictness and diligence in enforcing those regulations was observed on the part of the authorities, and that no substantial deviation, either from the letter or from the spirit of those regulations, was permitted to or did take place.

I have further the honor to inform you that her Majesty's government consider that the conduct of the lieutenant governor of Bermuda, on the occasion in question, was perfectly proper.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Mr. Seward.

[Extract.]

No. 809.]

LEGATION OF THE UNITED STATES,
London, November 10, 1864.

SIR: * * * * *

Some attempts have been made here by the rebel agents and their allies to raise an excitement about the capture of the Oreto, *alias* the

Florida, at Bahia. The accounts of that transaction all come from those officers of the vessel who have arrived at Southampton, and are of course, untrustworthy. As this government is not at present in diplomatic communication with that of the Brazils, and the prospect of reconciliation through the mediation of Portugal is as yet pretty remote, I do not presume that it will attempt to meddle in any way with the matter. The position of the French Emperor would seem to be in some degree compromised by his singular decision in the case of the General Armstrong. Nevertheless, whatever questions may spring out of this transaction ought to be, and, I doubt not, will be, decided upon by the President, purely on their intrinsic merits, and without regard to immediate circumstances.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Seward to Mr. Adams.

No. 1196.]

DEPARTMENT OF STATE,

Washington, December 21, 1864.

SIR: In your dispatch No. 819 you gave an account of the trial and conviction of Jones and Hyatt, for violations of the anti-enlistment law. It is to be feared that the lenity of the sentence upon the offenders proceeds upon the ground that the offense was venial. I send you here with some intercepted correspondence found on board of the Florida, which, if rightly viewed, ought to lead to a conviction of those persons and others of systematic, habitual, and daring contempt of the British laws. It is thought expedient to have prosecutions instituted against these persons. It can do us no harm to know the exact amount of protection we can derive from British laws administered by British courts.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, &c., &c., &c.

[For dispatch No. 819 see p. 468 of this volume. For inclosures see dispatch of Mr. Adams to Mr. Seward, No. 857, dated January 19, 1865, *post.*]

Mr. Seward to Mr. Adams.

No. 1233.]

DEPARTMENT OF STATE,

Washington, January 10, 1865.

SIR: Mr. Morse, our consul at London, by a dispatch of the 23d ultimo, informs me that he has furnished you with such information as he communicated in that dispatch to me concerning the written orders issued by insurgents in Great Britain to some of the crew of the pirate Florida, to report for duty on another piratical vessel called the Rappahannock.

I will thank you, if you have not already done so, to present to her Majesty's government such remonstrances against these proceedings as may in your judgment be expedient.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Morse to Mr. Seward.

[Extract.]

No 263.]

UNITED STATES CONSULATE,
London, December 23, 1864.

SIR: I herewith enclose a copy of an affidavit sworn to by Thomas Gibson and William Young, firemen on the steamer Florida, and serving as such on board said steamer at the time of her capture, with the ticket granting leave of absence attached.

It appears that such portion of the crew of the Florida as were not captured by the United States steamer Wachusett, came to London, where they were met by Captain Morris and some of the officers of the Florida. The men were retained in the rebel service, granted leave of absence by written permit signed by Captain Morris, and ordered in writing to report "for duty on board the confederate steamer Rappahannock." If this cannot be construed into a reshipment of the men from the Florida, it is surely making this country the base of their piratical operations. I only obtained the affidavit last evening. The original, with the original ticket attached, will be sent to Mr. Adams.

Your obedient servant,

F. H. MORSE, *Consul.*

Hon. WILLIAM H. SEWARD,
Secretary of State.

I, Thomas Gibson, of Great Britain, do solemnly and sincerely swear that I was fireman on board the confederate war steamer Florida, and was paid off at the St. Katherine Hotel, opposite the St. Katherine dock, on Monday, the 5th instant, by Captain Morris, and Captain Morris signed my liberty ticket, which was handed to me by Lieutenant Barnes in the presence of Captain Taylor, the paymaster, Mr. King, the master's mate, and the liberty ticket attached to this statement is the one that was given to me by Lieutenant Barnes.

THOMAS GIBSON.

Sworn by the deponent, Thomas Gibson, at my office, No. 37 Nicholas lane, in the city of London, this 22d day of December, 1864, before me,
JNO. CASTLE GANT,
A London Commissioner to Administer Oaths in Chancery.

I, William Young, of Great Britain, do solemnly and sincerely swear that I was fireman on board the confederate war steamer Florida, and was paid off at the St. Katherine Hotel, along with the remainder of the crew of the Florida, as stated by deponent Thomas Gibson, on the same date and time, and in the presence of Captain Morris, Paymaster Taylor, Lieutenant Barnes, and Mr. King, master's mate. I received a liberty ticket, worded, signed, and delivered to me the same as deponent Thomas Gibson, which is attached.

WILLIAM YOUNG.

Sworn by the deponent William Young, at my office, No. 37 Nicholas lane, in the city of London, this 22d December, 1864, before me,
JNO. CASTLE GANT,
A London Commissioner to Administer Oaths in Chancery.

LONDON, *December, 1, 1864.*

Thomas Gibson (F. man) has leave of absence until the 1st of January, 1865, and will, at the expiration of his leave, report for duty aboard the C. S. S. Rappahannock, at Calais, as one of the crew of the Florida.

C. MANIGAULT MORRIS,
Lieutenant Commanding.

Mr. Adams to Mr. Seward.

[Extract.]

No. 857.]

LEGATION OF THE UNITED STATES,
London, January 19, 1865.

SIR :

I have caused the intercepted correspondence inclosed with this last dispatch [No. 1196] to be copied and transmitted to Lord Russell, with a note, a copy of which I send herewith.

I have the honor to be, sir your obedient servant,

CHARLES FRANCIS ADAMS.

HON. WILLIAM H. SEWARD,
Secretary of State.

[The above dispatch, together with Mr. Adams's letter to Earl Russell, dated January 18, 1865, will be found printed in full under the head "Enforcement of Neutrality," subdivision "Prosecutions of Rebel Agents," see page 469 of this volume.]

Mr. Adams to Earl Russell.

[Extract.]

LEGATION OF THE UNITED STATES,
London, January 18, 1865.

MY LORD: I have the honor to submit to your consideration copies of certain letters which have fallen into the hands of the government of the United States. They are offered in the nature of cumulative evidence to prove the systematical manner in which the neutrality of this kingdom has been habitually abused by insurgent emissaries sent out here expressly for that purpose.

I pray, &c.,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Mr. Senac to Mr. Taylor.

PARIS, *September 18, 1863.*

DEAR SIR: On the opposite side of this sheet you have a memorandum of money advanced to the men belonging to the Florida, who were attached to the Lapwing.

As I have no means of getting the proper vouchers for this money, please forward me a certificate that the amounts have been checked against their respective accounts. It will be easy for you to procure vouchers from them, for that portion of the money paid for their board and traveling expenses, when it would be impossible for me to do it.

Very truly, yours,

F. SENAC.

Account with seamen of the Florida.

SUM OF MONEY PAID CREW OF LAPWING.

John Ross.....	Per pay.....	\$84 00	
	Per board.....	21 75	
	Per traveling expenses.....	25 00	
			\$130 75
James Hawthorn...	Per pay.....	54 00	
	Per board.....	21 75	
	Per traveling expenses.....	25 00	
			100 75
Thomas F. Brown...	Per pay.....	54 00	
	Per board.....	21 75	
	Per traveling expenses.....	25 00	
			100 75
William Wilson....	Per pay.....	54 00	
	Per board.....	21 75	
	Per traveling expenses.....	25 00	
			100 75
James McDonald...	Per pay.....	54 00	
	Per board.....	21 75	
	Per traveling expenses.....	25 00	
			100 75
J. W. McDonald....	Per pay.....	54 00	
	Per board.....	10 00	
	Per traveling expenses.....	25 00	
			89 50
			623 25

The above men were furnished by my agents, Jones & Co., Liverpool, who held the receipts of the men for the above amounts.

F. SENAC.

Whole amount paid, \$73 21 and \$19 40.

To Huolle, due by department for transportation, \$19 40.

LIVERPOOL, *September 10, 1865.*

We, the undersigned, have each received from Messrs. Jones & Co. the sums against which our names are respectively placed. Any surplus of the five pounds for traveling expenses to Brest to be placed against our wages account.

Wages—each three months—and boarding expenses, to Brest:

[Exchange at four shillings.]

10 16 0..	3 months, \$23 per m., 47—6 wk. & 1.5 day..	John Ross.
10 16 0..	" 22 " 47 5	..Jas. Hawthorn.
10 16 0..	" 22 " 47 5	..Thos. F. Brown.
10 16 0..	" 22 " 47 5	..Wm. Wilson.
10 16 0..	" 22 " 47 5	..Jas. ^{his} + McDonald,
10 16 0..	" 22 " 47—3 5	..J. W. McDonald. ^{mark.}
From September 11 to September 14.....		6½
		2s.
L. to L. 16 9—188 meals.....		3
9 0—4,008 railroad and steam.....		1
2—118 baggage.....		4

Fraser, Trenholm & Co. to Mr. Barney.

LIVERPOOL, *September 22, 1863.*

DEAR SIR: We beg to acknowledge the receipt of your favor of the 18th instant, the contents of which we have noted, and will have our best attention.

We are informed by Messrs. Fawcett, Preston & Co., the builders of the engines of the Florida, that the spare machinery to which you refer was sent to Havre some time ago, and is now lying there subject to an order for delivery, which they have given to Captain Bullock. We are also informed by the same parties that they sent a blower, but they believe it is not the sort required, and they are now endeavoring to procure a more suitable one.

As regards the engineers, we must await Captain Bullock's return to know who the men are. We have requested Messrs. Fawcett, Preston & Co. to engage two or three good, steady firemen; and as soon as Captain Bullock arrives, (on the 24th,) we will endeavor to have engineers, firemen, and machinery sent to you, and by the route you suggest.

We are, dear sir, yours, faithfully,

FRASER, TRENHOLM & CO.
I. R. ARMSTRONG.

[For remainder of inclosures see same dispatch under the head "Enforcement of Neutrality," subdivision "Prosecution of Rebel Agents," page 469 of this volume.]

Mr. Adams to Mr. Seward.

[Extract.]

No. 863.]

LEGATION OF THE UNITED STATES,
London, January 26, 1865.

SIR: I have to acknowledge the reception of dispatches from the department numbered from 1222 to 1233 inclusive. * * *

In regard to the subject referred to in No. 1233, dated the 10th instant. I can only say that Mr. Morse on that day addressed to me a letter embodying the substance of the information which he sent to the department, a copy of which letter I submitted to the consideration of Lord Russell, in a note dated the 14th. To this note I have not yet received any reply.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Seward to Mr. Adams.

No. 1309.]

DEPARTMENT OF STATE,
Washington, March 18, 1865.

SIR: I inclose herewith, for your information, a copy of a dispatch of the 24th of February last, which Thomas Kirkpatrick, esq., our consul at Nassau, has addressed to this department, in which it is stated that blockade-running from that port has ceased; that rumors exist to the

effect that some of the vessels recently engaged in running the blockade from Nassau are about proceeding to Havana, there to be fitted out as privateers, and under the United States flag to depredate upon British commerce, thus hoping to effect a rupture between the two countries, which would ultimately result beneficially for the insurgents, and that the governor of that province is an attendant upon all occasions of festivity, from which those whose sympathies are with the Union cause are excluded. You may make this known informally to Earl Russell, at the same time saying that the consul is a person of remarkable prudence and candor.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Kirkpatrick to Mr. Seward.

UNITED STATES CONSULATE,
Nassau, February 24, 1865.

SIR: I have the honor to inform you that blockade-running from this port has ceased. Several of the steamers have gone to Havana, and more are going. The Edith left for there, with General Preston and aid, of the rebel army, on board. He has been here for some time, though he has made one or two attempts to get to the confederacy, but without success. He has been quite a lion here, having been an attendant on governor's parties and balls; has been called upon by the governor in person at the hotel. The governor is an attendant on any and every festive occasion; he attended a "maroon," (something like our "picnics;") it was given by a party of blockade-runners, and he had to give a party in return; and he recently attended a large southern or southern-interest party, given by the notorious blockade-runner Lafitte, where he remained until about four o'clock in the morning. At none of these parties have I heard of any person of northern feelings or sympathies being invited or present. There are rumors here that some of the vessels recently engaged in blockade-running from this port are going to Havana to fit up as privateers to cruise against British commerce under the flag of the United States, with the expectation and hope that such a step would lead to a war between the two countries and aid the confederacy. I know not whether they would do so desperate an act, though they seemed desperate enough for anything; but I have deemed it my duty to call the attention of the government to it, as I have that of the consul at Havana and the authorities here, but trust it may prove untrue.

Very respectfully, your obedient servant,

THOMAS KIRKPATRICK.

HON. WILLIAM H. SEWARD, &c., &c., &c.

Mr. Adams to Mr. Hunter.

No. 951.]

LEGATION OF THE UNITED STATES,
London, May 11, 1865.

SIR: As connected with the dispatch No. 1309, of the 18th of March, from the department, and its inclosures from Mr. Kirkpatrick, which I

submitted to the consideration of Lord Russell, I have the honor to transmit a copy of a note of his lordship of the 3d of May relative to that subject.

I have the honor to be, sir, your obedient servant,
CHARLES FRANCIS ADAMS.

Hon. WILLIAM HUNTER,
Acting Secretary of State.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, May 3, 1865.

SIR: You were good enough, on the 15th ultimo, to read to me a dispatch which Mr. Kirkpatrick, the United States consul at Nassau, had addressed to Mr. Seward, referring to a rumor that vessels hitherto engaged in blockade-running were about to proceed to Havana, there to be fitted out as privateers, and under the United States flag to commit depredations upon British commerce.

I am happy to say that the reports received from the governor of Nassau, and from her Majesty's consul-general at the Havana, concur in not attaching any importance to this rumor. The latter officer, however, says, that thinking it not impossible that some of those vessels might be equipped as privateers to cruise against American trade, he had taken, in concert with his United States colleague and the Spanish authorities, such steps as it is believed will effectually prevent any such attempts from being successfully carried into effect.

The governor of the Bahamas has taken this opportunity of addressing to her Majesty's government a representation with reference to the tone adopted by Mr. Kirkpatrick in his communications with the colonial authorities.

It appears, from the correspondence of which I inclose copies, that Mr. Kirkpatrick, in a letter dated the 23d of February, called upon the governor to institute proceedings against Captain Maffit, then in port, as captain of the blockade-running ship Owl, for having enlisted men at Nassau in 1862, to serve on board the Oreto, or Florida. Mr. Kirkpatrick's letter reached the governor late on the same evening, but, in the meantime, Captain Maffit had left the port. As, however, it was possible that Captain Maffit might return to Nassau, the governor lost no time in instructing the attorney general to communicate with Mr. Kirkpatrick, for the purpose of obtaining the necessary information to enable him to act.

The information which had led to the consul's representation turned out to be a declaration taken before a notary on the 4th of September, 1862, and had reference merely to the transhipment of guns and stores, and contained no evidence of enlistment.

The case did not, therefore, appear to be one in which proceedings could be taken, but the governor, nevertheless, instructed the attorney general that if the inquiries which he was directed to institute should yield any tangible proof of a violation of the law by persons within the jurisdiction of the courts of the colony, proceedings should be instituted.

The following are the comments of the governor upon this correspondence:

He observes, in the first place, that Captain Maffit arrived at Nassau in the Owl on the 31st January; that the consul must have been aware of his arrival; and that, as it must be presumed that the consul had

long known of the existence of the document now produced after a lapse of two years and a half, it is strange that he should have abstained from making his representation until Captain Maffit was upon the point of leaving the port, and it was too late for the governor to act.

2. The consul alleges as the reason for his delay, that Captain Maffit had not been at Nassau at any other time when the witnesses could be obtained, but the governor observes that Captain Maffit was at Nassau for some days in January, 1863. At all events, the documents might have been produced in September, 1862, when the then consul of the United States had called attention to the arming of the Oreto, and had in reply been invited to bring forward evidence. And the governor says, that as it was not then brought forward, the attorney general was, in his opinion, borne out in characterizing the charge as an old one, and in saying that under the circumstances he must require clear and positive evidence before proceeding against Captain Maffit.

The governor further observes, that the consul was not justified in complaining of the government for not acting upon such statements, still less in commenting upon the acts of the governor in a letter addressed to his subordinate officer.

3. The governor observes that the consul appears to think it a hardship and a cause of complaint that he should be called upon to furnish evidence in support of the charges which he brings forward, and that he should be asked to assist the government in prosecuting the inquiries which he has himself provoked; and the governor further observes that the consul does not appear to perceive the difference between the proceedings which the government can take against a suspected vessel, and the legal formalities by which it is bound in prosecuting a criminal charge against any person connected with it.

But the governor says, 4. That a still more objectionable proceeding on the part of the consul appears to be his practice of introducing into his correspondence irrelevant and unfounded accusations against the colonial government. The governor says that the consul lately made a charge of this description with reference to the landing of boats from the United States ship of war Honduras, and that the charge is repeated in a different form in his letter to the attorney general of the 7th of February. The governor says he need scarcely enlarge upon the difficulty, on the one hand, of challenging such statements, without provoking an inconvenient and endless correspondence, and, on the other hand, of carrying on a correspondence with a consular officer who writes in this spirit and adopts this tone in his communications with a friendly government.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Kirkpatrick to Governor Rawson.

UNITED STATES CONSULATE,
Nassau, February 23, 1865.

SIR: I have the honor to call your excellency's attention to a violation of the laws of her Majesty the Queen's dominions, by the enlistment of men within this colony by Captain Maffit, (now here as captain of blockade-running ship Owl,) having shipped men in this port for the rebel privateer Oreto, or Florida.

These enlistments took place after the trial in relation to that vessel was held, and two, at least, of the men thus enlisted are now in this city, and can be pointed out if desired. I understand, further, that there are affidavits of their own now in the possession of Mr. Dillet. The reason of this long delay is, that Captain Maffit has not been here at any other time when the witnesses could be obtained. He is understood to be ready to depart from here soon, and I would respectfully suggest that measures should be taken at once to vindicate the laws openly and notoriously violated in this instance.

I have, &c., &c.,

THOMAS KIRKPATRICK.

His Excellency RAWSON W. RAWSON,
Governor, &c., &c., &c.

Mr. Anderson to Mr. Kirkpatrick.

ATTORNEY GENERAL'S OFFICE,
Nassau, February 24, 1865.

SIR: His excellency the governor has placed in my hands your letter of yesterday's date, and has instructed me to put myself in communication with you, in order to obtain the necessary information to enable me to act in reference to the matter brought by you under his excellency's notice.

I have, therefore, to request that you will furnish me with a detailed statement of your proofs, and the names of the witnesses who can be produced to sustain the same.

I have, &c.,

G. C. ANDERSON, *Attorney General*.

THOMAS KIRKPATRICK, Esq., &c., &c., &c.

Mr. Kirkpatrick to Mr. Anderson.

UNITED STATES CONSULATE,
Nassau, February 24, 1865.

SIR: I have the honor to acknowledge your favor of this day, asking me to "furnish you the evidence, with details of the matters submitted to his excellency the governor by me yesterday." Inclosed you will find copies of the affidavits taken at the time of the transaction, and Charles Jackson, esq., can point out the witnesses who are now here. I deeply regret that steps were not taken for the immediate arrest of the party before he left in the vessel this morning, or late last night, or when unofficially brought to your notice, as I understand it was yesterday morning; and regret also that the government had not felt called upon to vindicate their violated laws, without waiting for others less interested to call their attention to them, and then also be called upon to furnish evidence to prosecute for these violations; and I regret still more, that more simple and entirely harmless violations, (if violations at all,) when innocently committed by officers of the United States, have been made the subject of severe condemnation.

Notwithstanding, I am willing and desirous to furnish the government here with any information I may possess, and will say, in addition, that rumors are abroad, with how much truth I know not, that some of the

parties recently engaged in blockade-running are about fitting a vessel or vessels at Havana, under American colors, to cruise against British vessels, under the hope, undoubtedly, that such an act would involve the two countries in war, and so aid the Confederate States. This information is said to have come from Captain Chadbourne, of the American brig E. P. Secret, now in this port, and who is also said to have seen a commission from some confederate authority to fit out a schooner in this port to cruise and destroy American vessels.

I shall communicate the information relating to the rumor of fitting out vessels at Havana under the American flag to the consul of the United States there, that steps may be taken to frustrate the villains engaged in it, if found true.

I have, &c., &c.,

THOMAS KIRKPATRICK.

Hon. G. C. ANDERSON, &c., &c., &c.

BAHAMA ISLANDS:

Be it known and made manifest to all whom these presents shall come, that on this day, being Thursday, the 4th day of September, in the year of our Lord one thousand eight hundred and sixty-two, Peter Crawley, lately a fireman on board the British ship Pacific, now lying at anchor at Hanover Sound anchorage, James Lockyer, lately a seaman on board the British bark Mary, of and belonging to the port of Liverpool, and Andrew A. Hagan, late a seaman on board the British brig Adelaide, of and belonging to the said port of Liverpool, in that part of Great Britain called England, severally came and appeared before me, Thomas William Henry Dillet, notary public of the said Bahama Islands, by lawful authority appointed, duly admitted and sworn, and did then and there, of their own free will and voluntary accord, before me, the said notary, severally and respectively, and each one for himself only, allege, affirm, declare, and say in manner following, that is to say:

And first the said appearers do, and each of them doth allege, affirm, declare, and say, that on a Saturday night in the month of August just past, and at midnight, they were proceeding to their lodgings, when they met a mob of men in Bay street in the city of Nassau, opposite to the Matanzas Hotel; that they knew some of the men, who stopped them, then laid hold of them and said "come on;" that they asked where they were going, and they replied, "on board the Oreto, to work all the night and until 8 o'clock the next day; that they were going to discharge a schooner's cargo into the Oreto, and were to get five dollars each for it;" that they went on board the steamship Oreto with her quartermaster, named Pearson, but previous to their going on board they asked for an explanation, and Pearson told them they were to work all night in discharging a schooner's cargo into the Oreto, and be paid at 8 o'clock the next day; that when they went on board the Oreto she was then lying outside of Hog Island, astern of her Majesty's steam corvette Petrel, and attached to her by a hawser; that the Oreto got under way about an hour after they went on board, and then went to sea, and after they had been out about three hours the Oreto overtook the British schooner Prince Alfred, of and belonging to the port of Nassau, New Providence, which vessel came by us, and Captain Maffit of the Oreto hailed her—he asked, "What schooner is that?" and the reply was, "The Prince Alfred." Captain Maffit then asked the captain of the Prince Alfred if he wanted a tow, and he said "Yes." Captain Maffit told him to take in all sail, as he could tow him better. The captain complied. A hawser

was sent aboard from the Oreto and made fast to the Prince Alfred, which vessel was then towed astern to Green Cay, one of the said Bahama Islands.

That on the next morning they began to discharge the Prince Alfred's cargo into the Oreto; that they took out of the Prince Alfred eight cannon, viz: six 32-pounders, broadside guns, and two 68-pounder pivot guns; that they also discharged shot and shell in cases, and ammunition in kegs, all of which were put on board the Oreto; that the cargo of the Prince Alfred was more than could be stowed in the Oreto, and that some barrels of bread, cases of shot and shell were left on her; that they remained so employed in discharging and stowing cargo at Green Cay aforesaid for six days, and that before the Oreto left that place she had all the guns before mentioned mounted on her deck.

On Sunday morning, a week after they had been employed, they were called aft, and Captain Maffit and his first lieutenant came and they were paid three pounds each for the work they had done, and Captain Maffit told them they would also receive two dollars a day each to it when they reached Nassau, which sum has not been paid to them by any person or persons; that after they left the Oreto they went on board the Prince Alfred; that the Oreto then hoisted anchor and got under way, and when about one or two hundred yards from them, hoisted the flag known as the flag of the Confederate States of America; that her crew manned the rigging and gave three cheers, and she sailed out of sight; that they sailed in the Prince Alfred on the following day, and went from Green Cay to Ragged Island, being twelve days on the voyage; that when they arrived there Captain Moresman of the Prince Alfred told them that Captain Maffit had directed him to find them a passage to Nassau; that they asked the said Moresman what about the two dollars a day Captain Maffit had promised them, and he said he knew nothing about it; that the said Moresman paid their passage to Nassau in the sloop Maria, and that they arrived at the said port of Nassau on Sunday, the 31st day of August.

PETER CRAWLEY.
JAMES LOCKYER.
ANDREW A. HAGAN.

All which matters and things were declared, alleged, and affirmed as before is set forth in the presence of me, the said notary, and therefore I have subscribed my name and affixed my notarial seal, being requested to testify and certify the premises; this done at the city of Nassau, in the island of New Providence, the day and year first above written.

[SEAL]

T. WILLIAM HENRY DILLET,
Notary Public, Bahamas.

Mr. Nesbit to Mr. Kirkpatrick.

COLONIAL SECRETARY'S OFFICE,
Nassau, March 2, 1865.

SIR: I am directed by his excellency the governor, to acknowledge your letter of the 23d ultimo, calling his attention to the violation of the laws, on the part of Captain Maffit, by the enlistment of men within this colony.

Your letter reached his excellency at a late hour of the night of the 23d, after Captain Maffit had actually left the port. We lost no time on the following morning in placing it in the hands of the attorney general.

This officer has since submitted to his excellency your reply to his inquiries. Upon this it is only necessary to inform you that the document which you have supplied, dated so far back as September, 1862, furnishes no evidence of any enlistment of men by Captain Maffit.

With regard to the other information contained in this document, and in your letter to the attorney general, his excellency will take such steps as may appear to him to be fitting.

Among these will be the transmission of the correspondence to her Majesty's government, whose attention will be called to the irrelevant and unjustifiable accusations brought against this government in your recent letters both to the attorney general and myself.

I have, &c.

C. R. NESBITT, *Colonial Secretary.*

THOMAS KIRKPATRICK, Esq., &c., &c., &c.

[For further correspondence relative to claims arising out of the depredations of the Florida, see the general final division of this compilation, "Claims, convention, &c."]

THE GEORGIA.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 58.]

UNITED STATES CONSULATE,
Liverpool, April 3, 1863.

SIR: Mr. Underwood, our consul at Glasgow, has no doubt informed you about the steamer now called the Japan, formerly the Virginia, which is about to clear from that port for the East Indies. Some seventy or eighty men, twice the number that would be required for any legitimate voyage, were shipped at Liverpool for this vessel, and sent to Greenock on Monday evening last. They are shipped for a voyage of three years. My belief is that she belongs to the confederates, and is to be converted into a privateer; quite likely to cruise in the East Indies, as Mr. Young, the paymaster from the Alabama, tells me it has always been a favorite idea of Mr. Mallory, the secretary of the confederate navy, to send a privateer in these waters. I sent a man from here to Glasgow, to accompany these men, to endeavor to find out the destination of the vessel, &c. He has not been successful as yet in his efforts. He has been on board, and writes that she has no armament, and he is still there watching her. I have directed him before he returns to visit the yards on the Clyde, and to go down to Stockton and Hartlepool.

* * * * *

With high regard, I am, sir, your obedient servant,

WILLIAM H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Mr. Seward.

No. 367.]

LEGATION OF THE UNITED STATES,
London, April 8, 1863.

SIR: I send by this steamer copies of two notes written to-day.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

HON. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, April 8, 1863.

MY LORD: From information received at this legation, which appears entitled to credit, I am compelled to the painful conclusion that a steam vessel has just departed from the Clyde with the intent to depredate on the commerce of the people of the United States. She passed there under the name of the *Japan*, but is since believed to have assumed the name of the *Virginia*. Her immediate destination is the island of Alderney, where it is supposed she may yet be at this moment. A small steamer called the *Alar*, belonging to New Haven, and commanded by Henry P. Maples, has been loaded with a large supply of guns, shells, shot, powder, &c., &c., intended for the equipment of the *Virginia*, and is either on the way, or has arrived there. It is further alleged that a considerable number of British subjects have been enlisted at Liverpool, and sent to serve on board this cruiser.

Should it be yet in the power of her Majesty's government to institute some inquiry into the nature of these proceedings in season to establish their character if innocent, or to put a stop to them if criminal, I feel sure that it would be removing a heavy burden of anxiety from the minds of my countrymen in the United States.

I pray your lordship to accept the assurances of the highest consideration with which I have the honor to be, my lord, your most obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Mr. Hammond to Mr. Adams.

[Private.]

FOREIGN OFFICE, *April 8, 1863.*

MY DEAR SIR: I found your immediate letter on my arrival at the office at 12.45, and as your mail goes, I believe, to-day, you may like to know at once that within half an hour from that time it was sent to the Home Office, within whose particular jurisdiction are the Channel Islands.

A copy will also be sent to the treasury as soon as it can be made.

You shall have an official acknowledgment of your letter as soon as I can get Lord Russell's signature, but he is out of town.

Very respectfully, yours,

E. HAMMOND.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr Adams to Mr. Seward.

[Extract.]

No. 368.]

LEGATION OF THE UNITED STATES,
London, April 9, 1863.

SIR: * * *

Lastly comes the case of the Japan, *alias* the Virginia. I had been long in the possession of information about the construction and outfit of that vessel on the Clyde, but nothing has ever been furnished me of a nature to base proceedings upon. Learning, however, that she had gone to the island of Alderney to take her armament there, I made up my mind to send notice of it to the British government, and leave it to them to act in the case as they might think fit. Copies of my note of yesterday, and of Mr. Hammond's private note, promptly acknowledging it, have been sent to you, out of course, already, with my No. 367. I now transmit a copy of Lord Russell's more formal acknowledgment received last evening. I have reason to believe that for some cause or other the steamer Alar did not go so soon as I had supposed. This will create a delay at the place of rendezvous which may enable us to do something more effective.

* * *
I have the honor to be, sir, your obedient servant,
CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *April 8, 1863.*

SIR: I have the honor to acknowledge the receipt of your letter of this day's date, acquainting me that you had reason to suppose that a steam vessel, named the Japan, or the Virginia, has just left the Clyde for Alderney, where she is expected to receive on board an armament brought to the island for her by a small steamer, the Alar, and a considerable number of British subjects, who have been enlisted to serve on board of her; and having done this, to proceed and depredate on the commerce of the United States.

I have to state to you, in reply, that copies of your letter were sent, without loss of time, to the home department and to the board of treasury, with a request that an immediate inquiry might be made into the circumstances stated in it, and that if the result should prove your suspicions to be well founded the most effectual measures might be taken which the law admits of for defeating any such attempts to fit out a belligerent vessel from a British port.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 60.]

UNITED STATES CONSULATE,
Liverpool, April 11, 1863.

SIR: *

Inclosure No. 2 contains an article on the fitting out of the steamer Japan. The statements that the men visited me, and that I telegraphed Mr. Adams, and that the government made an effort to arrest the vessel, are false. I have in previous dispatches referred to this vessel. Since my last I have learned from reliable authority that she was fitted out by Thomas Bold, of Liverpool, who went up to Glasgow for that purpose. The money came from London. Mr. Bold was employed to do this work by Mr. Maury. She has gone out as a privateer. Her armament left on another vessel. I have not as yet learned her name or the port from which she sailed. Bold is one of the tory leaders in Liverpool, and a relative of Maury.

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

[From the Liverpool Journal of Commerce, April 9, 1863.]

THE FEDERALS "DONE" AGAIN.

In spite of their energy, money and cuteness, the federal officials in Great Britain appear to be continually outwitted by their confederate opponents, and a case has just now come to light which will be almost as mortifying to them as the escape of the Alabama. Some short time since, four men, quartermasters of the Great Eastern, and who had been gunners in the royal navy, left the "big ship" and joined a vessel, the Japan, fitting out at Greenock for "China and other eastern ports." More recently, these quartermasters came to Liverpool and shipped about one hundred men at the Sailor's Home, paying each the customary advance. Some of the men soon got intoxicated, and next day, thinking none the better of their bargain, and having learnt some secrets from an indiscreet quartermaster, they paid a visit to Mr. Dudley, the American consul, and told him that they had been shipped for service on board the Japan, a vessel fitted out to "burn, sink and destroy all federal vessels she came up with." Mr. Dudley at once telegraphed to Mr. Adams. Mr. Adams promptly called upon Earl Russell, and the foreign secretary, anxious to display his impartiality, telegraphed to Mr. Price Edwards, the collector of customs, to stop the Japan, Mr. Dudley having promised to send up the sworn depositions of the sailors by the next post. Mr. Edwards at once looked into the Bill of Entry, but nothing could be seen of the Japan there; so, thinking that she might soon enter the river, he ordered four revenue gigs to cruise up and down and stop her as soon as she made her appearance. No Japan, however, "turned up," and Mr. Edwards then telegraphed to Earl Russell that he must have been misinformed. On further investigation into the matter, it was discovered that Mr. Dudley had forgotten to state that the Japan was at Greenock. However, when this became known, the government

orders were telegraphed to Greenock, but, alas for federal hopes! the Japan, re-christened the Virginia, had sailed for unknown destinations, and soon she will doubtless prove herself a worthy sister ship to the Alabama and the Florida. It is to be hoped that the next time Mr. Consul Dudley uses the telegraph, he won't stint the large funds at his disposal in paying for messages which will explain fully all he has to tell.

Mr. Adams to Mr. Seward.

No. 379.]

LEGATION OF THE UNITED STATES,
London, April 17, 1863.

SIR: I have the honor to transmit copies of several notes which have passed between Lord Russell and myself, touching the departure of a vessel called the Japan, *alias* the Virginia, equipped for the same general purposes as the Oreto and the gunboat No. 290. This vessel did not stop at Alderney, but received her armament from the Alar on the high seas, not far from the French coast. The depositions of two of the seamen, copies of which have been sent to you by Mr. Dudley, tell the whole story.

I have the honor to be, sir, your obedient servant,
CHARLES FRANCIS ADAMS.

• Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, April 11, 1863.

MY LORD: I have the honor to inclose to your lordship a slip, extracted from the London Times of to-day, touching the case of the vessel now called the Japan, but named at Greenock lately the Virginia. It is needless to add that the statement therein made of the destination of the vessel is known to me to be false. I have reason to believe that she has not gone. The steamer Alar has already transferred to her one 56 gun and four smaller ones, and is expected to return to her.

I pray your lordship to accept, &c.,

CHARLES FRANCIS ADAMS.

Right Hon. Earl RUSSELL, &c., &c., &c.

[From second edition of the Times, April 11, 1863.]

PLYMOUTH, *Saturday morning.*

The steamship Alar, Captain Back, of and from Newhaven, for St. Malo, put in here this morning and landed seventeen men belonging to the steamship Japan, Captain Jones, 600 tons, which left Greenock on the 28th of March for a trading voyage in the China seas. On arrival off the coast of France, she lay to for three days, it is supposed, to take in more cargo. On the 4th of April, at 11 a. m., one of the condensers of the steam-engines, which are about 200 horse-power, exploded, and two firemen in the stoke-hole were scalded, viz: Alexander McDuff, of

Edinburgh, and William Hamilton, of Down Patrick, seriously. They were taken immediately into the captain's cabin, transferred to the Alar on the 9th, and are now in the Devon and Cornwall hospital here. The other fifteen are seamen and firemen, who took advantage of the proximity of the Alar, and are said to have "backed out" of the voyage to China. They left by train this morning for various parts. The Japan, which has a complement of 80 men, has proceeded. The Alar had to lie to in the channel on Thursday and Friday in consequence of some trifling damages.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, April 11, 1863.

SIR: The statement in the second edition of the Times respecting the Japan and the Alar, to which you refer in your letter of this afternoon, had already attracted my attention, and I had brought it, some hours before I received your letter, to the notice of the secretary of state for the home department and of the lords commissioners of her Majesty's treasury.

I have now forwarded to those departments a copy of your letter, with a request that such steps may be taken as can legally be taken to prevent any violation of the law.

I have the honor to be, &c., &c.,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, April 15, 1863.

MY LORD: I have the honor to transmit copies of two depositions of British subjects, who appear to have been solicited to engage in the unlawful expedition of the Japan *alias* the Virginia against the commerce of the United States. I append a list, marked A, of the officers and men, subjects of Great Britain, shipped at the sailor's home in Liverpool, a large part of whom have been induced to join the piratical expedition. Likewise a list, marked B, of the men who refused to enlist, left the Virginia, and returned to Liverpool.

It is not without great pain that I feel it my duty to point out to your lordship these transactions at Liverpool, and the extent to which, if not in some way prevented, they are calculated to give rise to complaints in the United States of the violations of neutrality deliberately committed by her Majesty's subjects in the port of Liverpool.

I pray your lordship to accept the assurances of the highest consideration with which I have the honor to be, my lord, your most obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

No. 1.

Deposition of Edward Thompson.

Edward Thompson, of No. 18 Denison street, in Liverpool, makes oath, and says :

I am an able seaman, and served for five years in a man-of-war on her Majesty's ships Neptune and others. I was shipped from Liverpool to Greenock to join the steamer Japan, as I was told, bound on a voyage to Singapore. She was advertised in Sailors' Home as bound for this port. I belong to the Royal Naval Reserve. She sailed from Greenock on the second day of April instant. Captain Hitchcock was in command. We sailed first down towards the Isle of Man. We then tacked and went north through the North Channel, and down the west coast of Ireland, passed Cape Clear, and steered east up the Channel. Ushant Light was the first light we sighted—went towards St. Malo. We then put her to the westward, and dodged at slow steam all night. We fell in with the Alar steamer just off Morleux; we were not more than three or four miles from land at the time. When the Alar saw us, she hoisted a flag for a pilot; after she got her pilot on she hoisted a flag of distress. We had taken her in tow before the pilot reached us. We floated about until night, then got the Alar alongside and commenced to discharge the cargo into the Japan. We were three nights engaged in discharging the cargo; we did nothing in the day-time. She brought to us guns, shot, shells, rockets, ammunition, rifles, cutlasses, and all sorts of implements of war. I counted nine Whitworth guns to be mounted on the decks. I may be mistaken about the maker's name. I only know they were breech-loading guns. I understand there was one large pivot gun on board when we left Greenock. I left the vessel on Friday last, on the steamer Alar. After we got all the cargo discharged from the Alar into the Japan, at four o'clock on Friday afternoon, while we were off Brest, about two miles from land, the new captain who came to us in the Alar, having dressed himself in regimentals in a blue uniform with a star in the epaulets, had all hands piped aft by the boatswain. He then directed the lieutenant to read the articles, and then said: We are not bound for Singapore; we are going to sail under the confederate flag, the same as the Alabama, to sink, burn and destroy vessels belonging to the United States. All of you who wish to join, I will give ten pounds in cash as soon as you sign the articles; and you who do not wish to join can go back in the Alar. Those who join shall also have one pound per month extra. The captain told us her name was to be the Virginia, and this was the name mentioned in the articles which we were required to sign. They had the confederate flag on board at the time, laid down on the floor of the cabin, but it was not hoisted. The articles were for three years, or during the war with the United States. During the night while we were discharging the cargo from one vessel to the other, we were at anchor very close into the land, not more than half a mile from the land, opposite a magazine which lies a quarter of a mile from Ushant light. We went to this place or very near there every night. After reading the articles, the men who refused to sign asked about their wages. They were told that Captain Hitchcock would settle this after we got to Liverpool. I saw Mr. Hitchcock yesterday at Jones & Co.'s office, No. 28 Chapel street, Liverpool. This house of Jones & Co. acted as agent for shipping the men. One of their clerks was at the steamer which took us around from Liverpool to Greenock. They signed all the shipping notes; at least they were all made payable there

at Jones & Co.'s office, and they have paid them since. They paid me my shipping note yesterday at their office in Liverpool. There were ten sailors lately belonging to the British navy from Portsmouth, who came out in the Alar and refused to join the vessel. They received two pounds apiece from Captain Hitchcock not to say anything about the matter. This was paid them while we were returning to Plymouth. Mr. Jones, one of the firm in Chapel street, Liverpool, who came out to us in the Alar, was present at the time when the money was paid, and ordered Captain Hitchcock to pay it to the men. Mr. Jones seemed to take charge of everything. The report was that she, the Virginia, was to go to Madeira. She had not more than five days' coals when we left her. She is an iron vessel, very slightly built, with a full poop as far as the after scuttle-hole, to fire-room and top-gallant fore-castle; three masts, square-rigged forward, fore and aft, main and mizzen. She has one funnel between the fore and main mast, a house over engine-room with a donkey engine in it. The Alar is a British steamer hailing from London. When she came out to meet the Japan or Virginia, as she is called, she sailed from New Haven.

EDWARD THOMPSON.

Sworn before me at Liverpool, the fourteenth day of April, eighteen hundred and sixty-three.

J. PEARSON,

A Commissioner to Administer Oaths in Chancery, in England.

No. 2.

Deposition of Thomas Mahon.

Thomas Mahon, residing at No. 8 Count Gore street, Toxleth Park, Liverpool, being sworn, says:

I am a native of Liverpool, and am a laborer. On or about March 27th last past, hearing that a steamer was wanting men for Singapore. I went to the Sailors' Home, and was introduced to a man as the captain. I don't remember his name at present. I believe it is Hitchcock. He is in Liverpool now. He told me he was captain of the Japan. He said he wanted firemen and trimmers; and the next day, the 27th, I went with him to the shipping-office, and there signed articles for steamer Japan for Singapore or any intermediate port for two years. Captain Hitchcock engaged me and witnessed my signing. I was to have three pounds ten shillings per month. About fifty men in all signed in the same way. When we had signed, we were told to take our clothes to Jones & Co., No. 28 Chapel street, and would then receive an advance note for a month's pay. I took my clothes there and received a note for three pounds ten shillings, payable ten days after the ship sailed from Greenock at Jones & Co.'s. We were told by the captain, Hitchcock, to meet at the Glasgow boat at five o'clock on Monday afternoon at the dock. We went as ordered, and our clothes were brought down and our fares were paid by a clerk from Jones & Co. We sailed the same evening in the Heron, about fifty in all. We arrived at Greenock about three or four the next afternoon, and a tug came alongside and took us off the Heron and put us on board the screw steamer Japan, lying in the river opposite Greenock. Captain Hitchcock came off in the tug and took us on board. He went on board with us. He gave us our orders. I had

shipped as coal trimmer, and believed she was an English steamer and going to Singapore. She had then the English ensign flying. Captain Hitchcock remained on board and exercised command. We remained at Greenock till Wednesday. On Thursday, about six in the morning, we got under way, and the pilot said we were going on a trial trip. On the Wednesday night the revenue officers came on board after the stores came on board, and put seals on the stores. The stores came off in a steamer and a lighter. They consisted of large quantities of spirits, clothing, blankets, beds, knives and forks, tins and the like. I did not see any other government officers visit the ship. We sailed out I believe on the Thursday morning, as we supposed on the trial trip, and steered towards sea. In the afternoon we returned to the light-house down the Clyde and stopped, but did not anchor. A tug came to us there with some more men and provisions from Greenock, and as soon as we had taken them on board we started down again and steered right to sea. The pilot left us next morning off Castletown, Isle of Man. Captain Hitchcock had command of the vessel. About two days after we made land, as I was told, on the coast of France, and we kept beating about there for several days. We wondered why, but did not ascertain the reason. On Monday the 6th an English screw steamer, the *Alar*, of London, came to us and spoke us. We were so near the coast of France that a shot could be fired ashore. Captain Hitchcock told the *Alar* to go under the island. The *Alar* soon after made a signal as if she was broke down, and the *Japan* took her in tow. We towed her awhile and the hawser broke. She then steamed away herself, and we soon after spoke a French pilot-boat, and we took a pilot on board, as did also the *Alar*. The *Alar* sailed away into a small bay, and we followed and came to anchor near the shore, no further off than I could have thrown a stone. The *Alar* then made fast alongside, and that night a very large case of guns and a quantity of ammunition in small cases were taken on board the *Japan* from the *Alar*. The next morning both vessels sailed out and we went out to sea, and the *Alar* into another bay. In the afternoon we joined the *Alar* in the other bay, and took on board the rest of the cargo, consisting of guns and ammunition. Men in the mean time were engaged in making the fittings for the guns. The same afternoon a tall man they called Lamont, or Dupont, came on board from the *Alar* and took charge of the *Japan*. He came on deck in uniform, and called all the men aft. He told us she was no more to be called the *Japan*, but the Virginia confederate war steamer. He produced articles, and reading them to the effect that there would be discipline same as the *Alabama*, or any other under the confederate flag. He said he was going to burn and destroy all North American vessels, and told us we should have ten pounds bounty to sign for three years under the confederate flag. One of the men asked about prize money, and he said we should have the same as the *Alabama*; that any man who had a family could have half pay. Eight of us went into the cabin to see what he would do with us if we would not ship. He said Mr. Jones would pay our fare through to Liverpool, and anything else that we required when we came ashore. Mr. Jones was sitting at the table where they were paying the bounty and signing the articles, and said it would be all right. We and a number of others, in all about twenty-four, refused to join, and the same night we were taken to the *Alar*, and both vessels left the bay. The next morning the *Alar* took the pilot from the *Japan*, and landed him and her own about where we had picked them. I was below when she took the pilot off, and did not see the *Japan* after leaving her in the bay. I heard the order given to hoist the confederate

flag. Captain Hitchcock, Mr. Jones, and the chief and second mates came from her with us. We were landed at Plymouth on Saturday morning, and received from Captain Hitchcock a sovereign each to pay our way to Liverpool, and the same day came into Liverpool in the steamer.

THOMAS MAHON.

Sworn the fourteenth day of April, eighteen hundred and sixty-three, before me, Mr. Rathborne, a magistrate for the county of Lancaster.

A.

List of officers and crew of the ship Japan, shipped at the Sailors' Home, in Liverpool, and understood to be subjects of Great Britain.

Thomas Hedjik, master.
 Griffith Jones, mate, No. 7 Virginia street.
 Ahou F. Mackintosh, second mate, No. 5 Fleet square, Fleet street.
 Robert Neal, carpenter, No. 28 Regent street.
 Chas. King, boatswain, No. 22 Rupert street.
 J. S. Woolfall, captain's steward, No. 119 Albert street.
 Thomas Price, cook, No. 117 Bedford street, Everton.
 John Thompson, cook, No. 113 Pitt street.
 William Jones, seaman, No. 16 Gerard street.
 Thomas Williams, (1) seaman, No. 22 Edmund street.
 Thomas Williams, (2) seaman, No. 31 Prussia street.
 John White, seaman, No. 71 Jordan street.
 William Williams, seaman, No. 40 High Field.
 Frank Rivers, seaman, No. 53 Upper Hill.
 James Rodway, seaman, No. 113 Pitt street.
 Wm. Jackson, seaman, No. 1 George street.
 Joseph Seymour, No. 53 Bedford street.
 Wm. Dand, boat's mate on board Great Eastern.
 Frank Mills, seaman, No. 27 Union street.
 Thos. Jones, ordinary seaman, Beaumaris tavern, Tayakarly street.
 Henry Barron, ordinary seaman, No. 12 High Field road.
 Edward Davis, ordinary seaman, No. 12 Lightbody street.
 John Murray, ordinary seaman, No. 33 Gordon street.
 Hugh Hughes, ordinary seaman, Beaumaris tavern, Union street.
 G. Owen Crow, boy, No. 73 Kew street.
 Richard Callaghan, boy, No. 28 Regent street.
 Charles Penrose, boy, No. 6 Woodstock street.
 Thomas Claydon, boy, No. 4 Bell street, T. P.
 Robert Ford, boy, Sailors' Home.
 John Fitzgerald, boy, No. 39 Hornby street.
 Joseph Fisher, boy, No. 19 John street, T. P.
 Benj'n Connolly, boy, No. 17 Temple Bed, Dale street.
 Sam'l Alfred Seaton, storekeeper, No. 48 Westbourne street.
 W. Hamilton, landsman, No. 45 Hamilton street.
 Thomas James, landsman, No. 15 Earl street.
 John Williams, landsman, No. 21 Richmond row or street.
 Joseph Hopkins, landsman, No. 55 Atherton street.
 John Flynn, landsman, No. 18 Milton street.
 John Dolan, landsman, No. 4 Ct. Blondel.

H'y Tanner, fireman, No. 5 Prince's Walk, Gt. Howard street.
 Phil. Thomas, fireman, No. 32 Kay street.
 Michael Downey, fireman, No. 29 Gt. Howard street.
 Alex. McDuff, fireman, No. 29 Thomas street.
 John Hughes, fireman, No. 29 Thomas street.
 James Kendry, fireman, No. 15 Earl street.
 John McCarthy, fireman, No. 5 Prince's Walk, Gt. Howard street.
 Michael Connor, fireman, Gt. Howard street.
 Richard Groves, fireman, No. 19 Bennis Gardens.
 Wm. Myers, trimmer, No. 3 Ct. Spitalfields.
 Thomas Mahon, trimmer, No. 8 Ct. Gore street.
 James Gordon, trimmer, No. 44 Tatlock street.
 Edward Thompson, trimmer, No. 18 Denison street.
 Samuel Haywood, trimmer, No. 18 Denison street.
 John Miles, trimmer, No. 29 Thomas street.
 John Stanley, cooper, No. 26 Gt. Oriel street.
 Went by the Heron, Glasgow boat, at 7.30 p. m., March 30, 1863.

B.

List of men, understood to be subjects of Great Britain, who left the steamer Virginia, late Japan, and came to Liverpool, in the steamship East Anglican, from Plymouth.

John White, Joseph Hopkins, William Swift, Henry James, William Myers, John Myers, Thomas Mahon, John Hughes, Mr. Seaton, purser, Mr. Jones, master mariner, Mr. McIntosh, Edward Thompson, John Pirin, George Crow, Richard Groves, Richard Credshaw, Charles Spencer, and James Woolfall.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 64.]

UNITED STATES CONSULATE,
Liverpool, April 18, 1863.

SIR:

Inclosure No. 5 is a copy of one of the shipping notes in the case of the steamer Japan, now called the Virginia. I shall retain the original to await the action of the British government. This was signed by Jones & Co., of Liverpool, one of whom, as appears by the affidavits sent in dispatch No. 62, accompanied the men to the Virginia, and was present when they were paid their bounty of ten pounds for enlisting. This, if true, makes a clear case under the foreign enlistment act.

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

£2 10s. 0d.

Agreement made at Liverpool, this 28th day of March, 1863.

Ten days after the ship Japan sails from the river Clyde, the undersigned do hereby promise and agree to pay to any person who shall advance two pounds, ten shillings, — pence to Edward Davies, on this agreement, the sum of two pounds, ten shillings, — pence, provided the said Edward Davies shall sail in the said ship from the said river Clyde.

JONES & CO.

Payable at 28 Chapel street.

Mr. Adams to Mr. Seward.

No. 391.]

LEGATION OF THE UNITED STATES,

London, April 24, 1863.

SIR: I transmit a copy of a note from Lord Russell to me, of the 21st instant, respecting the departure of the Japan, *alias* the Virginia. I have no reason to doubt the correctness of the representations therein made of the condition of that vessel. Indeed, this will account for the fact that I had not myself received from any of the consuls information of her readiness for a voyage until after she was gone.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,

*Secretary of State.**Earl Russell to Mr. Adams.*FOREIGN OFFICE, *April 21, 1863.*

SIR: I stated to you in my letter of the 16th instant that your letter of the previous day, respecting the case of the Japan, otherwise the Virginia, had been referred to the proper departments of her Majesty's government; but I will not delay informing you that her Majesty's government have received from the authorities at Glasgow and at Greenock reports, from which it appears that that vessel was constantly visited, while she was in course of construction, and that the surveys seemed to show that she was intended for commercial purposes, and that her frame-work and plating were of the ordinary sizes for vessels of her class.

She was entered on the 31st ultimo as for Point de Galle and Hong Kong, with a crew of forty-eight men. She shipped on the 1st instant the bonded stores stated in the margin, and she cleared on the same day in ballast for Point de Galle and Hong Kong.

Her Majesty's government are further informed that the Japan left the anchorage early on the morning of the 2d instant, with the ostensible purpose of trying her engines, intending to return, having on board several joiners, who were fitting up her cabins. These men, who are said to have been employed at a later time in fitting up a magazine, were subsequently landed on some part of the coast lower down the Clyde.

115 gals. spirits.
32 gals. wine.
244 lbs. tea.
159 lbs. coffee.
212 lbs. tobacco.
10 cigars.
18 cwt. 3, 2, sugar.
2 2, 8, molasses.
2 1, 5, raisins.
1 12, currants.

The custom-house officer, who visited the Japan on the evening of the 1st instant to see that her stores were correct, reports that he saw nothing on board which could lead him to suspect that she was intended for war purposes.

Her Majesty's government are further informed that she was not heavily sparred, and that she could not spread more canvas than an ordinary merchant steamer.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Seward to Mr. Adams.

No. 575.]

DEPARTMENT OF STATE,

Washington, May 4, 1863.

SIR: Your dispatch of the 17th of April (No. 379) has been received. The promptness with which you have laid before the government of Great Britain the facts ascertained by you in regard to the unlawful equipment and departure of the Virginia is appreciated, and the President indulges a confident expectation that that government will do all that may be within its power to avert from the international commerce the danger which the transaction menaces, and to prevent similar transactions in future.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Mr. Seward.

[Extract.]

No. 454.]

LEGATION OF THE UNITED STATES,

London, July 16, 1863.

SIR: * * * * *

I seized the opportunity to send another representation as to the ownership of the Japan, which had likewise been supplied by Mr. Dudley. Copies of this note, with the accompanying papers, and of his lordship's answer of the 13th instant, are herewith transmitted.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Earl Russell.

[Extract.]

LEGATION OF THE UNITED STATES,

London, July 7, 1863.

MY LORD: * * * * *

It is with great regret that I feel myself once more compelled to call your lordship's attention to the circumstances attending the outfit of

the steamer called the Japan. It now appears that that vessel was at the time of her escape, and has continued until very lately to be, the property of a British subject residing in Liverpool. That person is Mr. Thomas Bold, a member of the commercial house of Jones & Co. I have information which leads me to believe that only within a few days has Mr. Bold notified the collector of customs at Liverpool of his sale of this vessel to foreign owners, and requested the register to be cancelled. That act was not completed until the 23d of June last. It would appear from these facts, should they prove to be true, that this vessel has remained the property of a British subject during a considerable time, in which she has been engaged in committing extensive ravages upon the commerce of a nation with which her Majesty is at peace. The fact of the outfit of that vessel for hostile purposes has already occupied the attention of your lordship, in consequence of former representations unhappily made too late for effective interposition. But the circumstance of the retention of the ownership by a British subject for so long a period after she was known to be engaged in hostilities against the United States is of too grave a character to justify me in omitting to call your lordship's particular attention to it in advance of the possibility of receiving instructions respecting it.

I pray your lordship, &c.,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Earl Russell to Mr Adams.

[Extracts.]

FOREIGN OFFICE, July 13, 1863.

SIR: I have the honor to acknowledge the receipt of your letter of the 7th instant * * * * * calling attention to the circumstance that the Virginia continued up to the 23d ultimo to be the property of a British subject residing at Liverpool, * * *

I have, however, called for a report from the proper authorities with regard to your statement respecting the Virginia.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Seward to Mr. Adams.

No. 668.]

DEPARTMENT OF STATE,
Washington, July 29, 1862.

SIR: Your dispatch of the 16th of July (No. 454) has been received, and your proceedings therein are approved. You will be expected to communicate to this department the further decision which Earl Russell has authorized you to look for, in regard to the Virginia, as soon as it shall have been received.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Dudley to Mr. Seward.

No. 126.]

UNITED STATES CONSULATE,
Liverpool, August 7, 1863.

SIR: I have reliable information that the pirate steamer Georgia, is no other than the steamer Japan, which sailed from Greenock in Scotland, went out in the channel, took her armament on board off Brest from the steamer Alar, and sailed thence as the pirate Virginia. She is in command of Lieutenant Maury, formerly of the Washington Observatory.

I have just seen a letter from John Stanley, one of the crew on board of this vessel, written to his wife in Liverpool, while the steamer was at Bahia. This man Stanley, as well as all the other men on board, are Englishmen. Catherine Stanley, his wife, receives half pay on account of her husband's wages on this vessel; the half pay amounts to two pounds ten shillings per month, and is paid to her each month at the office of Jones & Co., No. 28 Chapel street, Liverpool, by this firm. She says the wives of all the other men on board the vessel are also paid half pay each month at this same office. You will recollect that it was this firm, Jones & Co., that fitted out the vessel from Greenock. Many of the men for the Japan were engaged at this port. It was the firm of Jones & Co. that engaged the men and took them from here to Greenock. I have one of the original shipping notes, signed by Jones & Co., of which inclosure No. 1 is a copy. This firm is composed of Thomas Bold, John Jones, and Robert Highat. The shipping note was signed "Jones & Co." by Robert Highat, one of the firm. John Jones, one of the firm, went out in the steamer Alar, was present when the men signed the articles on the vessel for a cruise, sat at the table and assisted in paying the bounty money to the men who signed the articles. Thomas Bold, the other member, (whom I am told is a relative of Lieutenant Maury,) was the registered owner of the vessel, and remained such until the 23d of June last, when he wrote a note to the collector of customs at Liverpool, stating he had sold the vessel to foreign owners. I inclose you a certified copy of the register of this vessel from the customs in Liverpool. It is marked No. 2. Before this notice was given to the customs of a change of ownership, and while Bold appears as the registered owner, the Japan, *alias* Virginia, *alias* Georgia, destroyed several United States vessels. I took the opinion of Mr. Squarey, my attorney, as to the liability of this firm or of Thomas Bold. Inclosure No. 3 is a copy of that opinion. It now appears that since the notice of the transfer of this vessel, as well as before, this same firm of Jones & Co., of whom Thomas Bold is a member, have continued and are now paying one-half the wages that the crew earn who are serving on board, to their wives and families here in Liverpool.

I have from time to time in previous communications given you most of this information, but it seemed to me to be of so much importance as fixing the character if not the nationality of this vessel, as to warrant my repeating it again.

I am, sir, very respectfully, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Squarey to Mr. Dudley.

10 WATER STREET, LIVERPOOL,
July 17, 1863.

DEAR SIR: I have considered the case on which you desired to have my opinion.

The facts, as I understand them, are that a vessel built and registered as a British ship at Glasgow, sailed from that port with a British crew on board, bound nominally for a voyage to some foreign port, the crew, however, being larger than would, in the ordinary course of things, be required for such a voyage. The vessel proceeded to the English channel, where, in the vicinity of the French coast, she received from another British vessel arms and ammunition. A person professing to hold a commission from the government of the Confederate States of America then took charge of the vessel and informed the crew that the voyage for which they had signed articles was abandoned, and endeavored to persuade them to enter the confederate service, giving to those not disposed to take such service the option of leaving the ship, which many availed themselves of. After this, the vessel having assumed the character of a confederate cruiser, but being still registered as a British ship, attacked and destroyed a merchant vessel belonging to citizens of the United States of America. If the ruling of Chief Baron Pollock in the case of the *Alexandra* as to the construction of the foreign enlistment act be correct, it follows that no offense has been committed against that statute in the building and fitting out of the vessel in question, nor can the arming be considered to have infringed the statute, as it did not take place within any part of the Queen's dominions. It does not appear to me the engagement of the crew can be treated as an offense against the act, because the only legal contract binding upon the crew was that appearing upon the articles. The men were not liable to do anything except what they had agreed to do by the articles, and from the statements of the men whom I saw, it did not appear that they knew when they shipped that it was expected or intended that they should serve on board a man-of-war or privateer. As regards the liability of the British registered owner to make good to the owners of the American vessel destroyed the loss sustained by them, I conceive it must depend upon the question whether those in command of the vessel at the time can be considered to have been the agents of the British owner. If they were such agents, and there was any evidence to show that the destruction of the American ship could be considered as an act within the scope of their authority, I have no doubt that the owners would be liable; but it appears to me that the circumstances to which I have previously referred go very far to rebut the presumption that such agency existed, and to prove in destroying the American vessel the officers and crew were acting not for the British owner, but for the government of the so-called Confederate States. In such case I do not think that any liability could be established against the British owner, for it is now well established that the mere fact of being on the register of the ship does not itself involve liability for the acts or engagements of the master and crew, and that such liability is in fact a question depending upon express or implied agency in every case.

Although, therefore, I do not see how a British owner is to be made liable, there is, in my opinion, a case which justifies the American government in bringing the matter before the notice of the British government, and requiring explanations from that government of the circum-

stances under which a British vessel is found to be engaged in the destruction of vessels belonging to American citizens.

I remain, yours truly, for partners and self,

A. T. SQUAREY.

T. H. DUDLEY, Esq.,
United States Consul, Liverpool.

£2 10s. 0d.

Agreement made at Liverpool the 28th day of March, 1863.

Ten days after the ship Japan sails from the river Clyde, the undersigned do hereby promise and agree to pay to any person who shall advance two pounds ten shillings — pence to Edward Davis, on this agreement, the sum of two pounds ten shillings — pence, provided the said Edward Davis shall sail in the said ship from the said river Clyde. Payable at 28 Chapel street.

JONES & CO.

Mr. Adams to Mr. Seward.

No. 528.]

LEGATION OF THE UNITED STATES,
London, October 30, 1863.

SIR: I have the honor to acquaint you that I have just received from Mr. Harvey, the minister resident of the United States at Lisbon, a telegram, the language of which is as follows:

"Please inform the department that cruiser Georgia has been depre-dating near Teneriffe, and boarded Liverpool steamer Braganza last Sunday, one hundred and fifty miles from here, heading northward towards British channel. I have notified Kearsarge at Brest, and adopted all other practical measures."

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Mr. Seward.

No. 555.]

LEGATION OF THE UNITED STATES,
London, December 11, 1863.

SIR: Mr. Dudley, the consul at Liverpool, has sent me several depositions of men who have been engaged and paid by a commercial house in Liverpool to make war on the United States. I have sent copies to Lord Russell, with a note dated the 7th instant. His lordship has acknowledged the reception of it. Copies of all these papers are transmitted herewith.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, December 7, 1863.

MY LORD: I have the honor to submit to your consideration a copy of a letter from Mr. Dudley, consul of the United States at Liverpool, covering a number of depositions, all going to establish in the clearest manner the existence of a regular office in the port of Liverpool for the enlistment and payment of British subjects, for the purpose of carrying on war against the government and people of the United States. The persons concerned in these illegal transactions appear to be themselves all British subjects, knowingly engaged in violating the neutrality of their country, and, so far as it may be in their power, laboring to involve it in a war with a friendly nation with which it is at peace.

It is now some time since I first had the honor to call your lordship's attention to the fact of the systematic manner in which the insurgents of the United States have conducted a plan to violate in her own kingdom the neutrality proclaimed by her Majesty at an early period in this contest. Every day that has since passed has only contributed more thoroughly to expose the various forms in which it is carried forward. I trust that the extraordinary character of these proceedings, as well as the hazardous consequence to the future peace of all nations of permitting them to gain any authority under the international law, will not fail to fix the attention of her Majesty's government.

I pray your lordship to accept the assurances of the highest consideration with which I have the honor to be, my lord, your most obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Mr. Dudley to Mr. Adams.

UNITED STATES CONSULATE,
Liverpool, December 1, 1863.

SIR: You will doubtless recollect that the pirate steamer Georgia, now at Cherbourg, was built upon the Clyde, sailed from Greenock, Scotland, under the English flag, and with an English crew, about the 3d of April last. At the time of her sailing she was called the Japan, afterwards the Virginia, and now the Georgia. Her crew was partly shipped in Liverpool, and partly at Greenock. She sailed towards Brest, off which port she received her armament from the British steamer Alar, from New Haven, and at once entered upon her cruise. The vessel was fitted out and the crew shipped by Jones & Co., No. 28 Chapel street, Liverpool. I have in my possession one of the original notes given to one of the crew by this firm at the time he was shipped. The signature, "Jones & Co.," to the note, I am told, was written by Thomas Hyatt, one of the firm. I am informed the firm consist of Thomas Bold, John Jones, and Thomas Hyatt, all Englishmen. At the time the vessel sailed she was owned by Thomas Bold, one of the members of this firm, as will appear by her register at the customs in Liverpool. He continued the owner up to 23d of June, 1863, at which time he parted with the vessel to a foreigner, as appears by a certified copy of said register, furnished me by the collector; John Jones, another member of the firm, went out to

the Japan, or Georgia, in the channel, on the steamer Alar, at the time she carried out the armament, and superintended the shipping of the armament from the Alar to the Georgia, and aided in re-enlisting the crew for the cruise; promised the men who had wives should have half pay of the wages earned by their husbands on the vessel. Francis Glassbrook and John Stanley, two of the crew, sent their bounty money, amounting to £10, to their wives, and Benjamin Conolly, another of the crew, sent all or a part of his to his father by Mr. Jones. All this money so sent was afterwards paid by Jones & Co., at their office, in Liverpool, to the parties to whom it had been sent. This firm have paid, and still continue to pay, the wives of the men on board this vessel the one-half of the wages earned by their husbands. The payments are made once a month. I inclose you copies of the affidavits of John Stanley, Francis Glassbrook, and Benjamin Conolly, three of the crew from this vessel, now in Liverpool, establishing the facts relative to their shipment, &c.; and copies of the affidavits of Mrs. Stanley and Mrs. Glassbrook, showing the payment of the half-pay by this firm to them during the cruise of the vessel, the last payment of which was made so late as Saturday, the 21st of November last; also a copy of Daniel Conolly's affidavit, proving the payment to him by Jones & Co. of the money sent by his son.

I have also to inform you, that I am told the firm of Jones & Co. are now engaged in procuring and shipping men from Liverpool for this same vessel, the Georgia.

On the 21st of November, last Saturday week, Glassbrook and Conolly called at Jones & Co.'s office; they were asked if they belonged to the steamer Florida; they answered no, that they belonged to the Georgia. The man then told them he had news for them, and wanted them to go back to the ship. He told them they would pay their passage back, and requested them to be at the Havre boat on the next Monday morning. They both went to the Havre boat on the morning of the 23d of November last, were met by a man from Jones & Co.'s office, who paid them each £3, taking a receipt for the same, to return and serve on said vessel, the Georgia, now at Cherbourg. The affidavits of Conolly and Glassbrook above referred to prove these facts. You will also find a copy of Eliza Conolly's affidavit corroborating the same.

I am, sir, very respectfully, your obedient servant,
THOMAS H. DUDLEY,
United States Consul.

Hon. CHARLES FRANCIS ADAMS,
United States Minister, &c., &c., &c.

£2 10s.]

Agreement made at Liverpool this 28th day of March, 1863.

Ten days after the ship Japan sails from the river Clyde, the undersigned do hereby promise and agree to pay to any person who shall advance two pounds, ten shillings, — pence, to Edward Davies, on this agreement, the sum of two pounds, ten shillings, — pence, provided the said Edward Davies shall sail in the said ship from the said river Clyde.

JONES & CO.

Payable at 28 Chapel street.

On the back:

EDWARD DAVIES.

Deposition of John Stanley.

I, John Stanley, of No. 26 Court, in Ovid street, Vauxhall road, Liverpool, in the county of Lancaster, cooper, make oath and say as follows:

On the 27th of March last I saw Mr. Barnett, a shipping agent, who informed me that he wanted several coopers to join the Japan, bound to Singapore, and he requested me to try and find one or two coopers to go with me, and to take them to Jones's office, 28 Chapel street. I went to several of my friends, but they all declined going. I then went to Mr. Jones's office, and saw a tall gentleman with a black mustache, and informed him, as directed by Mr. Barnett, that I could not get any one else to go with me, and I agreed to go myself. The gentleman then took down my name, and I afterwards went back to the Sailors' Home, and Mr. Barnett introduced me to Captain Hitchcock, who told me that he wanted some coopers for his vessel, the Japan, going to China. I then asked him what wages he would give me, when he said £4. I told him that I could not go for these wages, and said that the ordinary wages of coopers was £6 10s. Captain Hitchcock then said to me that it was not wages alone that I should get. I should get something else, which would make up for the voyage. He at length agreed to give me £4 10s., which I accepted, and I then signed articles for two years. After signing articles I received a ticket, which I took to Jones's office, and I then received an advance note for £4 10s. I went to a great many places the same day, trying to get the note cashed, but no one would cash it for me. I went to Mr. Jones's office and took my wife with me, and saw the same gentleman, and told him that no one would cash it for me, and unless he cashed it I would not go in the ship. He then paid me £2 on account, and said he would pay my wife the difference when I got to sea. He then told me to bring my clothes down to his office, which I did, and he then told me to be at the Greenock steamer the following Monday night, the 29th March, at 5 o'clock. I did attend at the Greenock steamer as ordered, and there saw the same gentleman and Captain Hitchcock, who were superintending the shipping of our clothes. Each man's clothes had a number on it, and the gentleman from Jones's office called out our numbers as we went on board the steamer. We left Liverpool that night, and arrived at Greenock on the 31st. We were then taken on board of a tug-boat, which took us to the Japan. About the 3d of April we left Greenock, as was reported, upon a trial trip. After we had been out a few days we fell in with a small steamer which we towed to Brest, where we came to an anchor in the harbor. The small steamer then came alongside of us, and we took in a large number of cases of arms and ammunition. Myself, the carpenter, and the joiner opened the cases, and I saw that they contained arms and ammunition. Mr. Jones superintended the shipping of the cases, he having come on board the Japan from the small steamer. A fresh captain then came on board the Japan from the small steamer, dressed in a gray uniform, and called us all aft, and said that his vessel was going to sail under another name and flag; that her name was the Georgia, and we were going to cruise under the confederate flag; that he would pay the seamen £4 10s. a month and £10 bounty. He said he would pay me £5 a month. Mr. Jones was standing close to him at this time. One of the men asked him if we should get prize money, when the captain said that if the Alabama's crew received it we should. Mr. Jones then said, "Of course we should get prize money." Those who

had agreed to join were then taken into the cabin, Mr. Jones, Mr. Chapman, the first lieutenant, and Captain Maury being present, when we signed articles to serve for three years, or during the war, and we were each paid £10 on signing the articles. I then told Captain Maury that I was married and would require half pay, when Mr. Jones called me to him and said that I should have it, and I gave him the address of my wife. I then gave my £10 bounty money to Mr. Jones, who said he would send for my wife when he got home and pay it to her, and make arrangements with her for the half pay. We left Brest about the 9th of April, and about the 25th we met the Dictator, which we burnt. We then went to the Western Islands, where we found an American man-of-war lying at anchor. We then ran out again and went to Bahia, where we landed the Dictator's crew. Several of her crew agreed to join us. We also took in coals there from the bark Castor, but we were stopped by the authorities, and got the remainder of our coals from shore. We met the Alabama at Bahia, and several men who had been prisoners on board her joined us. We then went on our cruise, and soon afterwards fell in with the George Griswold, which was ransomed. We afterwards met with the bark Good Hope, which we burnt. On the same day we fell in with the J. W. Sever, from Boston, which we ransomed. We put the Good Hope's crew on board of her. We then went to the island of Trinadi to coal. We waited there some time for the Castor, when we sighted a ship. We then got up steam and ran after her, and she proved to be the Constitution, laden with coals. We loaded our vessel with coal from her, and took all her small-arms out, and then burnt her. We fell in with the City of Bath the same day, which we boarded, and her captain gave a bond. We put the Constitution's crew on board of her, except five, who joined us. We soon afterwards fell in with the Prince of Wales, which was ransomed. We then went to Simon's Bay, Cape of Good Hope, where we got the decks calked. We staid at Simon's Bay about a fortnight, and on the first night after leaving there we met the John Wart, which we ransomed. We then steered northward, and about the 8th or 9th of October we fell in with the Bold Hunter, which we burnt. We put her crew ashore at Teneriffe, where we coaled, and then proceeded to Cherbourg, in France. While we were lying at Cherbourg I got twenty-four hours' leave of absence. The paymaster gave me £1 as liberty money. I went ashore, and having got some drink, I came back to the yard where the Georgia was lying, when I changed my mind and went back again into the town, where I met the carpenter, who gave me some money to pay my fare to Havre, and I then came to Liverpool in the Havre steamer. On the Sunday before I left Cherbourg the captain of the Georgia called us aft, and said that he was sorry to hear that some of us were dissatisfied with the ship, but that he had two fighting ships coming over, and we might join either of them, and that we should have as much fighting as we liked. The captain said this to the crew upon two occasions. On the 26th of November instant I called at Mr. Jones's office with my wife, and saw the same gentleman, and asked for Mr. Jones. He asked me what I wanted with him, and whether I was one of the men belonging to the ship. I told him I belonged to the Georgia, and he asked me whether I was going to join the ship again. I told him that I was, and asked him for something on account of my wages. He told me that he could not pay it to me then, but requested me to call the following morning. I then asked him whether he could not give me something then, when he said, "No, you must call to-morrow." He then asked me whether I had seen any of the men belonging to the ship

in the town, and I told him that I had, and he desired me to look them up and bring them with me to his office to-morrow.

his
JOHN X STANLEY.
mark.

Sworn at Liverpool, in the county of Lancaster, this 26th day of November, 1863, the affidavit having, in my presence, been previously read over to the deponent, who appeared perfectly to understand the same, and made his mark thereto in my presence.

J. PEARSON,

A Commissioner to Administer Oaths in Chancery in England.

Deposition of Francis Glassbrook.

I, Francis Glassbrook, of 53 Upper Hill street, Liverpool, in the county of Lancaster, able seaman, make oath and say as follows :

On the 27th March last I heard that some men were wanted for a steamer going to China, and I went to the Sailors' Home, Liverpool, and shipped in the screw steamer Georgia, under the name of Francis Rivers, for a voyage to Singapore and back to the United Kingdom ; not to exceed two years. After I signed articles, a tall gentleman with a black mustache and an imperial, whose name I have been informed and believe is Robert Hyatt, told me to take my clothes to Mr. Jones's office, 28 Chapel street, which I did. I then received orders to call the following morning at his office, which I did ; and the same gentleman told me to be at the Greenock steamer on the following Monday night at 5 o'clock. I went to the Greenock steamer as ordered, and there saw Captain Hitchcock and Mr. Jones, who was superintending the shipping of our clothes. We sailed for Greenock that night, and arrived there on the 21st ; we were then taken on board of a tug-boat, which took us to the Japan, or Georgia. On the 3d of April we left Greenock, as was reported, upon a trial trip. During the time we were upon the supposed trial trip we fell in with a small steamer which came alongside of us, and we towed her to Brest, where we came to anchor. While we were lying at anchor at Brest the small steamer discharged a large number of cases, containing arms and ammunition, into the Japan, under the superintendence of Mr. Jones, who came aboard the Japan from the small steamer. I saw several of the cases opened, which contained arms. The captain of the Japan then put on his uniform, and several officers came on board from the small steamer. The captain then called all hands aft, and told us that his vessel was going to sail as a confederate cruiser, and told us that those who wished to join should have £4 10s. a month, and £10 bounty. One of the men then asked him if we should have our share of prize money, when the captain told him if the crew of the Alabama received any prize money we should get it. A great many of the men refused to go ; but I and about thirty others agreed to join, and we were then taken into the cabin and signed articles again to serve in the Japan, and were each paid £10 on signing, Mr. Jones being in the cabin at the time taking down the addresses of our wives. I signed articles the second time in my right name. We all signed for three years, or during the war. After I signed articles I asked Captain Maury whether he would give me half pay, as I was married ; when he took down the address of my wife, and said that he would leave instructions

for my half pay to be paid to her. Mr. Jones was still in the cabin when I asked Captain Maury about my half pay. I inclosed my £10 bounty money in a letter which I sent to my wife by Mr. Jones, and told her that she must call and see Mr. Jones, and inquire if he had received orders to pay her my half pay; and my wife called at his office and received the money; and she has since called regularly every month at Mr. Jones's office, and he has paid her my half pay. I also gave my advance note to my wife, and it was cashed at Mr. Potter's, 8 James street. We left Brest on the 9th of April, and about the 25th we fell in with the Dictator, from Liverpool, bound to Hong Kong; we ran close up to her and hove to, and sent a boat aboard of her; we then brought her crew on board the Japan and burnt her. We were flying the English ensign from leaving Brest, but when we got alongside the Dictator we hoisted the confederate flag. We then went to the Western Islands, where we found an American man-of-war at anchor, which had arrived before us; we then went to Bahia, where we landed the crew of the Dictator, except six, who had agreed to join the Japan; we there met the bark Castor, and took in coals from her; while we were taking in the coals we were stopped by the authorities, and we had to get the remainder of our coals from shore; after we finished coaling, several men who had been prisoners on board the Alabama joined us, and we then went on our cruise. We fell in with the George Griswold, from Liverpool to Rio Janeiro, and sent a boat to her; we did not burn this vessel, her captain having given a bond; we then fell in with the bark Good Hope, from Boston to the Cape of Good Hope, which we burnt. On the same day we fell in with the J. W. Sever from Boston, which was ransomed; we placed the crew of the Good Hope on board of her; we then proceeded to a desolate island called Trinadi, where we expected to meet the Castor; after lying there a week, the Castor not having made her appearance, we sighted a ship, which proved to be the Constitution from New York, laden with coals; we filled our vessel with coals from her, and then burnt her. During the time we were taking in coals from the Constitution, we fell in with the City of Bath, which we boarded, and ransomed; several of the crew of the Constitution also joined the Japan, and we put the remainder on board of the City of Bath. We then cruised about, and in about a week we fell in with the Prince of Wales, which was also ransomed. We then went to Simon's Bay, Cape of Good Hope, where we got the decks calked, and coaled. After staying there about a fortnight, we left and steered towards England, and on the first night after leaving we fell in with the John Watt, which we learnt had been previously boarded by the Vanderbilt; we did not burn the John Watt, her captain having given a bond. We then steered northward, and on the 9th of October we fell in with the Bold Hunter, which we burnt on the 10th; we put her crew ashore at Teneriffe. We coaled at Teneriffe, and then proceeded to Cherbourg, in France, where we remained about a week. I left the Japan at Cherbourg, having got leave of absence for a week. I got £10 from the purser as liberty money. On the Saturday previous to my leaving Cherbourg for Liverpool the captain of the Japan, Mr. Maury, called all hands aft and said, "Well, my men, I hear that a great many of you are dissatisfied with the vessel, and I am sorry to hear that some of you want to leave her; I do not wish to part with any of you, being such a good crew; I have stuck to my bargain with you, and I hope you will all stick to yours." One of the men then said to the captain that we did not wish to leave the service; we were all dissatisfied with the ship, and wanted to be on board of a ship more able to fight. The captain then said that we should have two fight-

ing ships before very long, and we should have as much fighting as we could do with. Several of the men then spoke about leaving for Liverpool, when the captain said he had no orders yet to grant leave to any of us, but that he was going to Paris that night to see his superior, and on his return he would give us further information. On his return from Paris, he again called us aft, and said that he had got very good news from Paris; that he could give us leave for a short time, but that he could not part with any of us; but that if any of us could not agree among ourselves, we might join either of the two vessels which he had coming. On my return to Liverpool I went to Mr. Jones's office, in Chapel street, and asked him how I was to get back to the Japan; but he denied all knowledge of the vessel, and advised me to write to the captain. On the 21st day of November, instant, I again called at Mr. Jones's office in company with Benjamin Conolly, and saw the gentleman with the mustache. I asked for Mr. Jones, and the gentleman then asked me if I belonged to the Florida; I replied, no, I belonged to the Georgia; he then said that he had news for us, and wanted us to go back to the ship; I then asked him if he could give me my half pay, when he said that my half pay was waiting, in the office, for my wife, and that he would not pay it to any one but her; I then informed him that my wife was ill, and asked him if I got her to sign a receipt for the money whether he would pay it to me; when he said he would, and he directed the boy to make out a receipt for the half pay; I took the receipt home to my wife, and she made her mark to it in the presence of my mother, and I afterwards took it to Mr. Jones's office, and the clerk paid me the money. The same clerk then told me to call at the office again at 3 o'clock, and I did call at that time, when he requested me to be at the Havre boat on the following Monday morning, at 8 o'clock, as he wanted me to join the ship again, and he would then pay my passage to Cherbourg. I went to the Havre boat, as directed, on Monday morning, the 23d of November, instant, and saw there Frank Barron, the yeoman of the Georgia, or Japan, who introduced me to a strange clerk from Jones's office; he was a young man, about five feet seven or eight inches high, without any whiskers, and whose name I have been informed and believe is John Welding. The clerk said to me that he did not think I was going to come, as it was late; I then asked him if I was to go back to the Georgia, and he said yes; I then asked to whom was I to report myself, when Barron answered that I was, of course, to report myself to one of the deck officers when I reached Cherbourg. The clerk then asked me to sign two papers, which I thought were receipts for the £3 which he then gave me to pay my passage round to Havre; I signed the papers on a bale of goods on the dock quay; the clerk then asked me to go on board the Havre steamer, but I made an excuse that I wanted to get a glass of grog before leaving; the clerk objected to my going away, but as I insisted upon going, he at last consented. In the schedule I have given a list of the officers and crew of the Georgia. The schedule referred to is as follows: L. Maury, captain, and Chapman, first lieutenant, left us at Cape Town; Mr. Evans, second lieutenant; Mr. Smith, third lieutenant; Mr. Ingram, fourth lieutenant, or sailing-master; Mr. Walker, passed midshipman; Mr. Morgan, midshipman; Mr. Curtis, paymaster; William May, master-at-arms; George Stevenson, sergeant; Henry J. Jones, doctor's assistant; Mr. Pearson, chief engineer; Mr. Butler, second engineer; Smith, third engineer, left us at Cape Town; Mr. Hannon, fourth engineer; Mr. Naylor, gunner; Mr. Morton, boatswain; Thomas Williams, chief boatswain's mate; Thomas Williams, second boatswain's mate; Thomas Monk, fourth boatswain's

mate; Thomas Call and Frank Mills, captains of forecastle; John Benson, captain of foretop; Robert Rodway, captain of maintop; Felix Morgan and William Williams, captains of after-guard; Thomas Hiley, James Hendry, and William Jackson, quartermasters; William Dunn, acting gunner; John Williams, gunner's mate; William Price, cook; Freeman, ship's steward; Fleming, ward-room steward; W. Bassell, armorer; John Stanley, cooper; Joseph Seymour, lives at 33 Bedford street, Liverpool, seaman; Matthews, painter; R. Neil, carpenter, and Mr. Ewen, joiner; Jerome Ebrio, sailmaster; Alex. Crozier, Alex. McDonald, Thompson, Robinson, W. Hays, Neilson, Smith, Y. James, Fitzgerald, Peterson, John Lyons, William Lloyd, Hinds, and Murray, seamen; W. Cox, Ford, McThien, and J. Clayton, boys; Joseph Hobbs, captain of the hold; Frank Barron, ship's yeoman; James Wilson, William Cullen, John Allstone, and Smith, seamen; John Brown, No. 1, and John Brown, No. 2, seamen; Bernard Allen, John Dollan, Thomas Jones, seamen; T. McChee, A. Ellis, A. Pantee, John McCarthy, Michael Droomy, William Davitt, Benjamin Conolly, 17 Temple Building, Liverpool; Gordon, Curtis, Thurston, Michael Connor, Walter Owen, James Wilson, John Williams, firemen; Thompson, ward-room cook; Antonio Bass, captain's cook; Mr. Hunt, master's mate; J. Williams, gunner's mate.

FRANCIS GLASSBROOK.

Sworn at Liverpool, in the county of Lancaster, this 24th day of November, 1863, before me,

JUSTLEY PEARSON,

A Commissioner to Administer Oaths in Chancery in England.

Deposition of Benjamin Conolly.

Benjamin Conolly, of No. 17 Temple Buildings, Liverpool, in the county of Lancaster, fireman, makes oath and says as follows:

On the 27th of March last I was at the Sailors' Home, Liverpool, when I met Mr. Barnett, a shipping agent, who informed me that I had a chance of going in a steamer which was bound to Singapore. Mr. Barnett then introduced me to Captain Hitchcock, who told me that he would take me. I then signed articles, and a gentleman with a black mustache and an imperial, whose name I have been informed and believe is Robert Hyatt, came up to me and told me to take my clothes down to Mr. Jones's office, 28 Chapel street, Liverpool, which I did, and there saw the same gentleman. On the following morning (Saturday) I called at Mr. Jones's office, as requested, and received my advance note. I then received orders to be at the Greenock boat on the following Monday, at 5 o'clock. I went to the Greenock steamer, as ordered, and there saw Captain Hitchcock and Mr. Jones, who was superintending the shipping our clothes. We sailed for Greenock that night, and arrived there on the 31st. We were taken on board of a tug-boat, which took us to the Japan, or Georgia. On the 3d of April we left Greenock, as was reported, upon a trial trip, and whilst we were on the supposed trial trip we fell in with a steamer which brought us several more hands, provisions, and clothing. We afterwards fell in with another small steamer, which we towed to Brest, and she there discharged a great many cases, containing arms and ammunition, into the Japan, under the superintendence of Mr. Jones, who came

on board of the Japan from the small steamer whilst we were lying at anchor at Brest. I know the cases contained arms and ammunition because I assisted in opening several of them. Both the arms and ammunition cases were marked Alderney, and the muskets were marked Blakeley. After we got the cases on board, the captain of the Japan came aft dressed in uniform, (a gray uniform,) with the letters C. S. S. on the buttons, and called all hands to him, and told us that we were going to sail under the confederate flag; that we should have £10 bounty, and £4 10s. per month wages if we joined. He also said we should have prize money if the Alabama's crew received it. Whilst the captain of the Japan was addressing us, Mr. Jones was standing close to him, and he afterwards came among us endeavoring to induce us to join. Mr. Jones came to me and asked if I would join, but I refused; and Mr. Jones told me that I was throwing a good chance away; that it was an excellent chance for me to make my fortune; that I should have plenty of money; and he at last induced me to join. Those who agreed to join them went into the cabin of the Japan. Mr. Jones was in the cabin and taking down the addresses of the men's wives who received half pay. I was paid £10 bounty upon signing articles. We joined for three years, or during the war with the North. We left Brest on the night of the 9th of April, and about the 25th we fell in with the Dictator, from Liverpool, and boarded her, and then brought the crew on board the Japan and burnt her. We then went to the Western Islands, where we found an American man-of-war lying at anchor, the name of which, I think, was the Mohican. We then went to Bahia and landed the crew of the Dictator there, except a few who had agreed to join us. We met the bark Castor at Bahia, and took in coals from her. Whilst we were taking in coals we were stopped by the authorities, and got the remainder of our coals from shore. Several men, who had been prisoners on board the Alabama, joined us at Bahia, and we then went on our cruise. We soon afterwards fell in with the George Griswold, which was ransomed, her captain having given a bond. We also fell in with the bark Good Hope, from Boston, which we burnt. On the same day we boarded the J. W. Sever, from Boston, which was ransomed. We put the crew of the Good Hope on board of her. We then proceeded to the island of Trinadi, where we had arranged to meet the Castor to coal. After lying there about a week, waiting for the Castor, we sighted the Constitution, from New York, laden with coals, which we boarded, and after filling our vessel with coals from her we burnt her. During the time we were taking in coals we fell in with the City of Bath, which was also ransomed. We placed the Constitution's crew on board of the City of Bath, except about six, who agreed to join us. In about a week afterward we fell in with the Prince of Wales, which was ransomed. We then went to Simon's Bay, where we got the decks calked; after leaving Simon's bay, we fell in with the John Watt, which we also ransomed. We then steered northward, and about the 9th of October we fell in with the Bold Hunter, which we burnt the following day. We put her crew ashore at Teneriffe, where we coaled. We then started for Cherbourg in France, where we arrived about the 28th of October last. I left the Japan in Cherbourg, (government dock yard,) and arrived in Liverpool on the 30th. I got a week's leave of absence, and received £20 liberty money. On the Sunday previous to my leaving Cherbourg for Liverpool, the captain of the Japan, Mr. Maury, called all hands aft and said, "Well, my men, I hear that a great many of you are dissatisfied with the vessel, and I am sorry to hear that some of you want to leave her. I do not wish to

part with any of you, being such a good crew. I have stuck to my bargain with you, and I hope you will all stick to yours." One of the men then said to the captain, "We did not wish to leave the service; we were all dissatisfied with the ship, and wanted to go on board of a ship more able to fight." The captain then said, "That we should have two fighting ships before very long, and we should have as much fighting as we could do with." Several of the men then spoke about leaving for Liverpool, when the captain said, "He had no orders yet to grant leave to any of us, but that he was going to Paris that night to see his superior, and on his return he would give us further information." On his return from Paris he again called us aft, and said, "That he had got very good news for us from Paris; that he could give us leave for a short time, but that he could not part with any of us; but that if any of us could not agree among ourselves we might join either of the two vessels which he had coming." On Monday last, the 16th of November, I called at Mr. Jones's office, in Chapel street, Liverpool, and asked him how I was to get back to the Japan, when he told me to call again in a day or two and he would pay my passage to France. Upon signing articles, I received an advance note for two pounds, which was signed Jones & Co., 28 Chapel street, Liverpool. I got the note cashed at Jacob's, Paradise street. None of the crew of the Japan received any half-pay notes, the captain having given instructions for the half pay to be paid by his agents in England to the men's wives, whose addresses the captain took at the time we signed articles. On the 21st of November, instant, I again called at Mr. Jones's office, in company with Mr. Francis Glassbrook, and again saw the same gentleman, who asked us if we belonged to the Florida. We told him no, we belonged to the Georgia. He then said he had news for us, and wanted us to go back to the ship. I asked him if he could allow me half pay, when he asked me if I was married. I told him I was not married, and he then said he could not give me half pay. He then told me to call again at 3 o'clock, and I did attend at that time, when he gave me orders to be at the Havre boat on the following Monday morning, at 8 o'clock, to join the ship again, and he would pay my passage money to Cherbourg. I went to the Havre boat, as directed, Monday morning; the 23d of November, instant, and saw Frank Barron, the yeoman of the Georgia, who introduced me to a strange clerk from Jones's office. He was a young man, about the middle height, without a beard, and whose name I have been informed and believe is John Welding. The clerk then said to me that he did not think I was coming, as I was so late. I then asked him if I was to go back to the Georgia, and he said yes. I then asked him to whom was I to report myself; when Barron answered that I was, of course, to report myself to one of the deck officers when I reached Cherbourg. The clerk then asked me to sign two papers, which we thought were receipts for £3, which he gave us to pay our passage round to Havre. I signed the receipt on a bale of goods on the dock quay. The clerk then asked me to go on board the steamer, when I made an excuse that I wanted to get a glass of grog with Glassbrook before I left. The clerk objected to our leaving, but he at last consented.

BENJAMIN CONOLLY.

Sworn at Liverpool, in the county of Lancaster, the 24th day of November, 1863, before me.

J. PEARSON, *A Commissioner, &c.*

Deposition of Catherine Stanley.

I, Catherine Stanley, of No. 26 Court, Ovid street, Vauxhall road, Liverpool, in the county of Lancaster, wife of John Stanley, of the same place, cooper, make oath and say as follows:

I called at Mr. Jones's office about the 12th of April last, as directed by my husband, for the balance of his advance note, when I saw a gentleman with a mustache, who paid me the money. My husband had previously taken me to Jones's office and informed this gentleman I was his wife. About the 9th of April last I received a letter from my husband, then cooper of the steamer Georgia, which letter is hereunto annexed, marked A, informing me that he had shipped in that vessel for three years, and that he had sent £10 for me by Mr. Jones, and desiring me to call upon him and receive it, and make arrangements about the half pay. I went to Mr. Jones's office the day I received the letter, and saw an elderly gentleman, with a reddish face, whom I have since been informed was Mr. Jones. He asked me what I was going to do with all that money; that it was quite unexpected for me to get it, and told me that if my husband stopped with the ship until the end of three years I should be independent. He then said that he had not sufficient money in the office to pay me then, and told me to call the next day. Mr. Jones also told me that I should get half pay. I called the next day, and saw a tall gentleman with a mustache, who paid me the £10, and I signed a receipt for it. The gentleman then told me to call on the 13th of June for half pay. I did call on the 13th of June, and saw the same gentleman, who paid me the money himself. I have called at Jones's office regularly every month up to the 13th of October last, and have been paid the half pay; the same gentleman sometimes paid it to me, and sometimes the boy paid it. I called on the 14th November, instant, as usual, for the half pay, when I saw the same gentleman, who told me he had no orders yet to pay me. He said that he had sent a telegraphic message about the matter, and he had no reply yet. He told me to call next day, which I did, but did not get any money, and I called daily up to the 18th November, instant, on which day the boy paid me the money.

CATHERINE STANLEY.

Sworn at Liverpool, in the county of Lancaster, this 26th day of November, 1863, before me.

J. PEARSON,

A Commissioner to Administer Oaths in Chancery in England.

A.

APRIL 7, 1863.

DEAR WIFE: I write this from a by-port in France, where we are taking in stores, and I am going in the ship, and I am sending you £10 to Jones's office, and I want you to go and receive it when you get this, and half pay, £2 10s. I have shipped for three years, and you must not think the time long. God bless you and the little children, and give them a kiss for me. Good-night, and God bless you. Give my love to my sister and all inquiring friends. No more at present, from your affectionate husband,

JOHN STANLEY.

This is the letter marked "A," referred to in the annexed affidavit of Catherine Stanley.

Sworn before me this 26th November, 1863.

J. PEARSON, *Commissioner, &c.*

Deposition of Cecilia Glassbrook.

I, Cecilia Glassbrook, of 53 Upper Hill street, Liverpool, in the county of Lancaster, wife of Francis Glassbrook, of the same place, able seaman, make oath and say as follows:

About the 10th of April last I received a note from my husband, Francis Glassbrook, then a seaman on board the steamer Georgia, which letter is hereunto annexed, marked A, desiring me to call at Mr. Jones's office, 28 Chapel street, Liverpool, and received from him £10; and to make arrangements for receiving my husband's half pay. On the 13th April the wife of a seaman on board the Georgia, who had been to Mr. Jones's office for her money, called upon me and told me to call at Mr. Jones's office, which I did the same day, and received the £10 from a tall gentleman with a black mustache and an imperial. The same gentleman then told me to call in two months from that day to receive my husband's half pay. I asked the gentleman whether he could not give me a half-pay note, when he replied, "No; you won't want a note when you receive the money here." I called at Mr. Jones's office on the 13th day of the first month after my husband sailed for my husband's half pay, having heard that the wife of another seaman on board the Georgia was receiving her half pay that day, when I saw the same gentleman, who informed me that he did not think I would get it then, as they had received no news from the ship, and requested me to call on the 13th of the next month. I did accordingly call on the 13th day of the second month after my husband sailed, and again saw the same gentleman, and he directed the boy to pay me my half pay, which he did. I then asked the same gentleman whether I could see Mr. Jones, as I had a letter to send to my husband, but he said he could send it without troubling Mr. Jones. There was an elderly gentleman with gray hair and whiskers standing close to him at this time, whom I have always been led to believe was Mr. Jones. I have called regularly every month at Mr. Jones's office, and have received my husband's half pay, the gentleman whom I saw on the first occasion having each time directed the boy to pay it to me. On the 13th day of November, instant, I called, as usual, at Mr. Jones's office for my husband's half pay, when the boy informed me I could not get it that day, and must call on the following Monday. I did attend on the following Monday, between 12 and 1 o'clock, and the boy informed me that he could not pay me until he had received a reply to a telegraphic message which had been sent to London. I waited at the office until nearly five that evening, when the boy informed me that they closed the office at six, and that I had better call early next day. On the following day I was taken ill and unable to go. On Saturday last my husband brought a receipt for the last half pay, and told me that Mr. Jones would not pay it to him unless I signed the receipt, and I made my mark to such a receipt in the presence of my mother-in-law. The letter marked B, hereunto annexed, I received from my husband while he was in Greenock, and the letter marked C, also hereunto annexed, I received from him while he was on board the Georgia.

her
CECILIA + GLASSBROOK.
mark.

Sworn at Liverpool, in the county of Lancaster, this 24th day of November, 1863, this affidavit having in my presence been previously read over to the deponent, who appeared perfectly to understand the same, and made her mark thereto in my presence.

J. BUSHELL,

A Commissioner to Administer Oaths in Chancery in England.

A.

APRIL 7, 1863.

DEAR WIFE: I could not get a chance to write to you before. I did write one letter to you. I hope you got it. Dear Celia, I have shipped in this ship and got £10 bounty, and £4 10s. per month, and I have left you half pay. When you receive this go to Jones's office and you will receive £10, and he will give you half pay, and ask him how you are going to write to me. Dear Celia, when you get this money start in some kind of business. Give my love to father and mother, Stephen and uncle, and tell them I hope I will be soon home again. I have shipped for the war, in my own name. I have not got time to say more, but good-night and God bless you. I remain your ever-loving,

FRANCIS GLASSBROOK.

This is the letter marked "A," referred to in the annexed affidavit of Cecilia Glassbrook.

Sworn before me this 24th day of November, 1863.

J. BUSHELL

B.

GREENOCK, April 1.

DEAR WIFE: I have arrived safe on yesterday about 3 o'clock after a good passage. We have not heard where we are going to yet, but we think we are going to Nassau, or else to meet the Alabama. I never got ashore yet, so I did not get the money, nor did I see Lizzie. I can't tell when we are going to sail. Give my love to father, mother, Stephen, and uncle.

I remain your loving husband,

F. GLASSBROOK.

This is the letter marked "B," referred to in the annexed affidavit of Cecilia Glassbrook.

Sworn before me this 24th day of November, 1863.

J. BUSHELL

C.

SHIP GEORGIA, May 14, 1863.

DEAREST CELIA: You must be very anxious to get a few lines from me to know how I am getting on, but you can make yourself at ease, for I am very well, and could be very happy if I could hear from you, or even to know you are well and comfortable. Dearest Celia, I hope you had no trouble to get the money from Jones. You know that you was to receive £3 10s. in the name of Frank Rivers, and £10 in that of Francis Glassbrook, and likewise £2 5s. a month half pay. Dearest Celia, I am afraid we will not do so well as the Alabama, but we must be content. I should like to hear how the war is getting on, or when it is likely to be over. We shall be discharged as soon as it is done. You need not fret about me being taken by the Yankees, for your half pay goes on still. Dearest Celia, I wish you to go to Jones and ask him how you are to write to me, and he will put you in the way of writing to me. I hope my father and mother, Stephen, and uncle, are well. I dare say my poor mother is fretting about me. Remember me to your sister Anne and her children, and I hope she has heard good news from her husband. I hope Stephen is a good boy and keeping steady. If anything should happen to him, I hope you will look to my mother as long as you have

a shilling, for if you love me you are sure to be kind to my mother. I don't see as I have any more to say at present, only that we are all well, and ready to take the first Yankee ship that comes in our way. I dare say there is a great talk in England about us, but the newspapers can tell you more than I can.

I shall conclude, by remaining still your ever-loving husband,
FRANCIS GLASSBROOK.

This is the letter marked "C," referred to in the annexed affidavit of Cecilia Glassbrook, sworn before me this 24th day of November, 1863.

JOHN BUSHELL.

Deposition of Daniel Conolly.

I, Daniel Conolly, of 17 Temple Buildings, Liverpool, in the county of Lancaster, porter, make oath and say as follows:

About three weeks after my son, Benjamin Conolly, sailed in the steamer Japan, I received a letter through the post office from Messrs. Jones & Co., 28 Chapel street, Liverpool, requesting me to call at their office, as my son Benjamin had sent £9 for me, and desiring me to call for the money. I called at Jones's office the day after I received the note, and saw a gentleman with a mustache, and showed him the letter, when he paid me the money, a £5 note and £4 pounds in gold, and I signed a large sheet of paper containing the names of many persons. I signed under my son's name. I believe this paper was a list of the crew of the Japan. The note had the name Jones & Co. written on the back of it. I got the note changed in Dale street. The gentleman took the letter from me and put it on the file.

DANIEL CONOLLY.

Sworn at Liverpool, &c., 30th November, 1863, before me,
J. PEARSON, *A Commissioner, &c.*

Deposition of Eliza Conolly.

I, Eliza Conolly, of 17 Temple Buildings, Liverpool, in the county of Lancaster, spinster, make oath and say as follows:

On the 27th day of November, instant, I called at Mr. Jones's office, 28 Chapel street, Liverpool, to inquire whether he could tell me where I could find my brother, Benjamin Conolly, who had joined the steamer Japan, when I saw a gentleman with a mustache, and asked him if that office was Mr. Jones's, when he said it was. I then asked him whether he could tell me if my brother, Benjamin Conolly, had joined his ship any day this week, when he said he had not; and he then asked what was my reason for inquiring, when I replied that I was his sister, and thought it very strange that he had not written to us, and I also told him that my brother had promised to leave my father half pay. I then told him that my brother had left home between 6 and 7 o'clock on the morning of Monday last to join his ship, when the gentleman said he knew that he had, and that he had sent one of his clerks down to the Havre steamer to see him and Glassbrook on board, and that they got £3 each from his clerk and then they both bolted. He then called an elderly gentleman, and said to him that I was inquiring for those two vagabonds who

had ran away on Monday. He then asked me whether I knew Glassbrook, when I replied that I did not; and he said I had better go to Glassbrook's house and see if my brother was there. I asked for Glassbrook's address, and he began to write it down, when the elderly gentleman stopped him and said he was not to give it to me.

ELIZA CONOLLY.

Sworn at Liverpool, in the county of Lancaster, this 30th day of November, 1863, before me,

J. PEARSON,

A Commissioner to Administrator Oaths in Chancery in England.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *December 9, 1863.*

SIR: I have the honor to acknowledge the receipt of your letter of the 7th instant, inclosing a copy of a letter from the United States consul at Liverpool, covering a number of depositions, which you state all go to establish in the clearest manner the existence of a regular office at Liverpool for the enlistment and payment of British subjects, for the purpose of carrying on war against the government and people of the United States; and I have the honor to state to you that the papers shall be considered by her Majesty's government.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Seward to Mr. Adams.

No. 790.]

DEPARTMENT OF STATE,

Washington, December 21, 1863.

SIR I have received a dispatch from Mr. Dudley, our consul at Liverpool, bearing date the 4th instant, (No. 194,) with numerous accompaniments relative to the Georgia, formerly called the Japan, and subsequently the Virginia. He informs me that he has sent copies of the affidavits in the case to you.

You will be pleased to confer with Mr. Evarts upon the subject, and exercise your judgment as to the expediency of prosecuting the parties implicated in the transactions disclosed by the depositions; and you will also, if you deem it advisable, use the facts established therein in support of my dispatch of yesterday, No. 789.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

[Mr. Dudley's dispatch above referred to is the same in substance as his letter to Mr. Adams, dated December 1, 1863; it is inclosed with Mr. Adams's dispatch to Mr. Seward, No. 555, December 11, 1863, *ante*.]

Mr. Dudley to Mr. Seward.

[Extract.]

No. 204.]

UNITED STATES CONSULATE,
Liverpool, January 5, 1864.

SIR: A lawyer residing in this town, by the name of Bateson, called upon Mr. Squarey, my attorney, yesterday, and informed him that he had been directed by the Crown to prosecute the firm of Jones & Co., No. 28 Chapel street, for fitting out and enlisting the crew for the confederate steamer Georgia; stated that copies of the affidavits, which I took, (and copies of which I sent the department in dispatch No. 194,) had been placed in his hands, and that he wished us to bring forward and procure the witnesses. Fortunately we have them all here. The only way to keep seafaring men on shore is to pay them the same wages they would earn if at sea. I had taken this precaution. The prosecution of these parties, if conducted vigorously with the view of convicting them, will do more to break up these expeditions and fitting out of vessels in this country than anything else. We shall soon have an opportunity of seeing whether they are in earnest, or merely doing it to satisfy us, without any desire to convict the offenders. I have instructed Mr. Squarey to aid them, and placed my detective force at their disposal. I have several other witnesses besides those mentioned in the affidavits, who are ready to testify against these parties. Within the past ten days this firm of Jones & Co. have sent from here some twenty-five or thirty men to the Georgia and Florida.

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Mr. Seward.

[Extract.]

No. 576.]

LEGATION OF THE UNITED STATES,
London, January 15, 1864.

SIR: I transmit likewise copies of my note to him of the 11th instant, of Mr. Dudley's to me of the 9th, and of the deposition of Thomas Matthews of the same date, establishing the agency of Messrs. Jones & Co. in enlisting men in this kingdom to make war on the United States. I also inclose a copy of his lordship's acknowledgment of the same of the 13th instant.

I have the honor, to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, January 11, 1864.

MY LORD: I have the honor to submit to your consideration the copies of a letter from Mr. Dudley, consul of the United States at Liverpool, and of the deposition of Thomas Matthews, going most clearly to establish the proof of the agency of Messrs. Jones & Co. in enlisting and paying British subjects in this kingdom to carry on war against the United States.

I pray your lordship, &c., &c.,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Mr. Dudley to Mr. Adams.

UNITED STATES CONSULATE,
Liverpool, January 9, 1864.

SIR: Referring to dispatches from myself to you, one dated December 1, 1863, and the other on the 6th instant, and the connection of Jones & Co., of 28 Chapel street, Liverpool, in fitting out the pirate Georgia and enlisting men in Liverpool for this vessel, I have now to inform you that this same firm, in connection with one Charles Mattman, of Eustace street, in Liverpool, an Englishman, belonging to the naval reserve, on the 29th of December last, enlisted in Liverpool for the said steamer Georgia, now at Cherbourg, and the steamer Florida, now at Brest, some twenty-one British seamen, and on the same day conveyed them from Liverpool in a steamer bound for Havre. I inclose you a copy of Thomas Matthews' affidavit, one of the men that shipped and went to Havre, establishing the above facts. You will see that two of the men so shipped, named George King and Thomas Smith, belong to the naval reserve. The affidavit also discloses the fact that the firm of Jones & Co. paid half the wages earned by the witness, while on board of the Georgia, to his wife here in Liverpool, the last payment of which was made to her on the 13th of December last, while her husband was at his home in Liverpool; and that they have been boarding the men from this vessel, or at least one of them, here in Liverpool since the vessel has been at Cherbourg.

I have the honor to be, sir, very respectfully, your obedient servant,
THOMAS H. DUDLEY.

Hon. CHARLES FRANCIS ADAMS,
United States Minister.

Deposition of Thomas Matthews.

I, Thomas Matthews, of No. 37 Gloucester street, Liverpool, painter, make oath and say: In the month of March, 1863, I was lodging with Mr. Charles Mattman, of Eustace street, Liverpool, and was informed by him that there was a chance for me to go to China in the Japan, for a two years' voyage. I understood that the vessel was not going to China, although she would be entered out for that place. He also told

me that there was a good chance for me to make plenty of money. I agreed to go in her, and Mr. Mattman and myself left Liverpool for Greenock, where the Japan was lying. About the 28th or 29th of March last I signed articles for two years, at £4 10s. a month, and joined the Japan on the 1st of April. We left Greenock on the 2d of April, and after we had been at sea about eight or nine days we fell in with a small steamer called the Alar, which followed us to Ushant Bay, where we took in cases of arms and ammunition from her. Mr. Jones, of Chapel street, Liverpool, came on board the Japan from the Alar, with several men who agreed to join us. We signed articles again, to serve on the Japan in the confederate service, and were each paid £10 bounty upon signing articles. Mr. Jones brought the bounty money with him, which was paid to us by Mr. Curtis, the purser. I asked Mr. Jones if I could have half pay for my wife, when he said I could, and that he would arrange that when he arrived home. Mr. Mattman, who is a naval reserve man, also joined the Japan as boatswain. After we had signed articles I was ordered to paint over the name of Japan, and the vessel was then called the Georgia. Mr. Jones returned in the small steamer, and we then commenced our cruise, during which we captured and destroyed several United States vessels and ransomed several others. We returned to Cherbourg, in France, for repairs, and about the 6th or 7th of December last I got leave of absence for eight days, and was paid £1 5s. Before leaving, I asked the purser to whom I was to apply in Liverpool for money to pay my passage back to Havre, when he directed me to call at Mr. Jones's office, Chapel street, Liverpool, for the money, and that he would write Mr. Jones to that effect. At the expiration of the term of my leave of absence I called at Mr. Jones's office, where I saw Mr. Mattman, the boatswain. I saw one of the clerks in Jones's office, who told me that they had received a letter for my passage money to be paid to Havre, and that Mr. Jones and Mr. Hyatt were both from home, and that I must call again in a day or two. I called several times without being able to see either Mr. Jones or Mr. Hyatt until Saturday, the 27th of December last, when I called and saw both Mr. Jones and Mr. Hyatt. Mr. Hyatt asked me what I wanted. I told him that I had come to join the ship. He said, "What ship?" I told him the confederate steamer Georgia, now lying at Cherbourg. He then asked me what was my name, and upon my telling him, he said they had a letter directing them to pay my fare round to Havre, and he read the letter over to me; in substance, the purport of the letter was that they should pay my fare round to Cherbourg, but were not to give me any money. While the letter was being read over to me, Robert Broadway, one of the Georgia's crew, was in their office along with Mr. Thomson, of Pitt street, Liverpool, publican and boarding-house keeper. Mr. Jones then told me that he was supposed to know nothing about either me or the ship, so that I knew how to act; and that there were people in the town ready to pick up any information about us. Mr. Hyatt then told me to be at the Havre steamer on the following Monday morning at 11 o'clock, and that either he himself or some one else would be there to pay my fare and see me off. I went to the Havre steamer as directed, on the Monday morning, and there saw Mr. Mattman, the boatswain. I had a friend with me who had come to see me off, when Mr. Mattman called me aside and asked me if he was not a detective. I told him that he was not; when he said, "All right, I must take care what I am doing." I then asked Mr. Mattman whether he was going to pay my passage round to Cherbourg, when he said, "Yes, I am going round to the ship myself." I

then went on board the steamer with him, and he arranged about my passage money, and we left Liverpool the same day for Havre. When I got on board I saw Robert Broadway and about nineteen or twenty other men. All these men were in Mr. Mattman's charge, but part of them were brought down by Mr. Edward Campbell, of Regent street, boarding-house keeper. Mr. Mattman paid their fares to Havre. Mr. Mattman told me that part of these men were for the confederate steamer Florida, and part for the Georgia. We arrived at Havre on the 31st of December, where I left the party, but the rest proceeded to the Albion Hôtel there, and staid the night, and on the 1st of January, instant, started for Cherbourg. I left Havre on the 4th of January and arrived in Liverpool on the 7th. During my last visit to Jones's office, while Broadway and Thomson were there, Thomson said to Mr. Hyatt, this man (meaning Broadway) owes me £1 12s. for two weeks' board. Hyatt asked if this was right, when Broadway said, "Yes." Hyatt then said to one of the clerks at the desk, "Pay this man £1 12s. and take a receipt." He then said, "No, we will not pay it him now; make out a bill and bring it on Monday, after the man has gone, and we will then pay it." My wife has called regularly every month, while I was serving on the Georgia, at Jones's office and received my half pay there; and she received the last payment on the 13th of December last, £2 10s., while I was at home. Two of the men who went round with us to Havre, named George King and Thomas Smith, were naval reserve men, belonging to the Eagle, now lying at Liverpool. On the 4th or 5th of November last, while we were lying at Cherbourg, I asked Captain Maury for some money, when he said he would write to the agents in Liverpool to pay my wife £10. And I wrote to my wife to call at Jones's office for it, which she did, and Mr. Hyatt paid her the money.

THOMAS MATTHEWS.

Sworn at Liverpool 9th of January, 1864, before

JOHN BUSHELL,
A Commissioner, &c.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *January 13, 1864.*

SIR: I have the honor to acknowledge the receipt of your letter of the 11th instant, and its inclosures, respecting the alleged engagement of seamen at Liverpool for the service of the so-styled Confederate States, and I have to inform you that I have lost no time in forwarding your letter to the proper department of her Majesty's government.

I have the honor, &c., &c.,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 215.]

UNITED STATES CONSULATE,
Liverpool, January 19, 1864.

SIR: In my hurry to get off my dispatch No. 212 by the steamer on Saturday last, I made a mistake in the name of the defendant that was bound

over to appear at the assizes in the case against Jones & Co. for enlisting men for the confederate steamer Georgia. It was Robert Highat, and not John Jones, that was held to bail. The latter, it is said, has left Liverpool. A warrant is out for his arrest, but up to the present time has not been executed.

I have the honor to be, sir, very respectfully, your obedient servant,
THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 219.]

UNITED STATES CONSULATE,
Liverpool, January 27, 1864.

SIR:

John Jones, and his clerk Wilding, of the house of Jones & Co., two of the parties concerned in the fitting out and enlisting men for the steamer Georgia, and against whom warrants were taken out on Saturday last, gave themselves up to the authorities, and are to have a hearing to-day before the same magistrate that bound over the other defendant.

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 274.]

UNITED STATES CONSULATE,
Liverpool, May 4, 1864.

SIR:

The pirate steamer Georgia arrived at this port early last Monday morning, anchored in the river opposite the town, and in the evening went into the docks at Birkenhead. I scarcely need remind you that this is the same vessel that was fitted out on the Clyde by the English house of Jones & Co., Chapel street, in Liverpool, one of the members of which, Thomas Bold, owned her at the time she sailed, and continued as her owner up to the 23d of June last, during which time she was capturing and burning merchant vessels belonging to citizens of the United States. She sailed from the Clyde under the British flag. Most of her crew were shipped in Liverpool; and since her cruise commenced, the families of the men have been paid monthly by this firm of Jones & Co., at their office in Liverpool, the half part of the wages earned by the men serving on board the vessel. The report that is generally believed is, that she has proved herself unfitted for the business, and has come here to discharge her crew and be sold. The officers are to be entertained

by the merchants belonging to the "Southern Club" this evening. Inclosure No. 2 contains slips cut from newspapers of yesterday, and three slips cut from the papers of this morning, referring to this vessel.

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Mr. Seward.

No. 679.]

LEGATION OF THE UNITED STATES,
London, May 5, 1864.

SIR: The steamer Japan, latterly known as the Georgia, made her appearance in the Mersey on the evening of the 1st instant. You will probably receive such full advices of her proceedings since that time, from our vigilant consul at Liverpool, that I do not deem it necessary to detail them. Thus far I have not seen my way to make it the basis of any representation or remonstrance with the government. Since Lord Russell virtually assumed the position that a fraud on neutrality, if successfully completed, is at once entitled to recognition as a legitimate transaction, I am not much disposed to waste any more discussion on it. The probabilities are that this vessel did not venture to come here without having strong reason to presume that she would not meet with any repulse. I have no doubt that her whole outfit and expedition have proved an expensive failure. An endeavor will be made to convert the sums absorbed in her to some more effective object. Possibly the Alexandra may take her place.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Mr Seward.

No. 687.]

LEGATION OF THE UNITED STATES,
London, May 13, 1864.

SIR: The reports made from Liverpool of the movements connected with the steamer Georgia have been of so singular a character, and the government here had suffered them to go on with an appearance of such utter indifference, that on Monday last I made up my mind to address a note to Lord Russell, a copy of which is herewith transmitted. Yesterday I received from his lordship the usual form of acknowledgment, a copy of which is also sent.

Mr. Thomas Baring last week gave notice in the House of Commons of a motion on the subject of this vessel, which is fixed to come up this evening. It is possible that it may lead to a debate of some interest. I find more hope is entertained in some quarters of an effect from it, than I, from my point of observation, see any reason to indulge. The fact is, nevertheless, undeniable, that whilst the threatening aspect of affairs on the continent shall continue, the mercantile interests will entertain some scruples of distrust of the wisdom of the policy that has been pursued toward us on the ocean.

Should any important discussion ensue, I shall transmit a report of it by the steamer *via* Queenstown, in the usual course of the mail.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, May 9, 1864.

MY LORD: Information has been received at this legation of the arrival at Liverpool, in the night of 1st of May, of the steamer formerly known as the *Japan*. This is the same vessel which, whilst registered and held in the name of Thomas Bold, a British subject, residing at Liverpool, was armed and equipped from this kingdom, and proceeded to depredate upon the commerce of the United States by burning and destroying several merchant ships. I had the honor to call your lordship's attention to this subject in my note of the 7th July, 1863.

It now appears that this vessel, having assumed the name of the *Georgia* and the character of an armed ship of the insurgents of the United States, has returned to Great Britain, at Liverpool. In what character she has been received I have not yet been informed. I learn that she is about to remain for an indefinite period, the men having been discharged. I scarcely need to suggest to your lordship that it has become a matter of interest to my government to learn whether this vessel assumes the right to remain in virtue of her former character, or, if received in her later one, why she is permitted to overstay the period of time specified by the terms of her Majesty's proclamation. As she appears to have come directly from a port on the coast of France, this apparent intention to lay up would seem to be the more extraordinary.

I cannot but infer, from the course previously adopted towards the armed vessels of the United States, that any such proceeding, if taken by one of them, would have been attended with an early request from your lordship to myself for an explanation. As some time has now elapsed since the arrival of this vessel without the appearance of the smallest interruption of her operations, I have felt it my duty, in advance of the possibility of receiving instructions from my government, not to omit to make this representation on its behalf.

I pray your lordship to accept the assurances of the highest consideration with which I have the honor to be, my lord, your most obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, May 10, 1864.

SIR: I have the honor to acknowledge the receipt of your letter of the 9th instant, calling my attention to the arrival of the steamer *Georgia*

at Liverpool, and to state to you that this matter shall be duly considered by her Majesty's government.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 282.]

UNITED STATES CONSULATE,
Liverpool, May 18, 1864.

SIR:

The Georgia has discharged all her stores. I understand they are to be sold at auction. Mr. Wilding, the first clerk of Jones & Co., superintended the discharge. She now has but two officers and four men on board, and is still lying in the dock at Birkenhead.

I am, sir, very respectfully, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Mr. Seward.

[Extract.]

No. 694.]

LEGATION OF THE UNITED STATES,
London, May 19, 1864.

SIR: I sent you last week, by the ordinary post, a copy of the London Times, containing a report of the debate which took place in the Commons on Friday, the 13th instant, on the motion of Mr. Thomas Baring.

Had the government felt itself competent to the assumption of any positive policy, here would have been an excellent opportunity. The general effect of the discussion, as well as the gradual progress of opinion of the commercial classes, had paved the way for the support of any measure of repression of the proceedings of the rebel agents and their sympathizers which might have been proposed. The ministry shrunk back from the occasion, partly from its innate dread of anything positive, and partly from a sense of a necessity not to shake the feeble base of resistance it has laid against our claims of indemnity for the consequence of its past errors. The attorney general, in his singularly professional speech, was candid enough to admit that the specter of the Alabama stood in the way of doing what might, at the present moment, be just in itself as well as effective in the prevention of future abuses.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

[For report of debate commented on see Parliamentary and Judicial Appendix, No. 21.]

Mr. Adams to Mr. Seward.

No. 697.]

LEGATION OF THE UNITED STATES,
London, May 20, 1864.

SIR: By intelligence received from Mr. Dudley, as well as from the public newspapers, I learn that the steamer Georgia is advertised for sale at Liverpool.

Meanwhile the British subjects enlisted as seamen are permitted to remain with their families at that place with impunity. It is only the poor Irishmen taken into the Kearsarge at Queenstown who have been passed through the formality of a conviction in the courts for an offense against neutrality.

I have the honor to be, sir, your obedient servant,
CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Seward to Mr. Adams.

No. 958.]

DEPARTMENT OF STATE,
Washington, May 21, 1864.

SIR: Your dispatch of the 5th May, No. 679, states that the pirate steamer Japan, now known as the Georgia, has returned into British waters, but that you have not yet seen your way clear to remonstrate with her Majesty's government against her receiving British protection. It is not intended or desired to overrule your well-considered judgment in the case. But when we remember that she was built, equipped, armed, and manned by British subjects, in a British port, in violation of British laws, to make war against the United States, and that she escaped the vigilance of her Majesty's government, it seems to us quite clear that she ought to be detained and prevented from resuming her piratical occupation. In any case, I trust that, unless you have some good reason for forbearance, not now known here, you will at least not leave her Majesty's government free to suppose that we acquiesce in regarding her as a lawful belligerent vessel.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Seward to Mr. Adams.

[Extracts.]

No. 966.]

DEPARTMENT OF STATE,
Washington, May 28, 1864.

SIR: I have received your dispatch of May 13, No. 687. The President is especially gratified by the information that, without having yet received my late instructions concerning the Georgia, you have addressed a well-considered remonstrance to her Majesty's government.

I do not know that you can do anything new to prevent such expedi-

tions, but it may not be unwise to impress upon Earl Russell's mind that the United States are not less earnest on this subject now than they were last year, when we remonstrated so strongly against the outcoming of the vessels which have since that time been detained at Laird's ship-yards.

I see, but no longer with surprise or with profound concern, that the British press and some British statesmen have once more fallen into the habit of assuming that our war for the Union has failed, and that an inglorious end of it is at hand. I confess that we are looking for very different results of the campaign. But whatever the events of that campaign may be, there has never been less reason than there is now to suppose that the United States will fail either to maintain their integrity against insurgents or to defend themselves against foreign enemies.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Mr. Seward.

[Extract.]

No. 707.]

LEGATION OF THE UNITED STATES,
London, June 2, 1864.

SIR: I have the honor to transmit copies of two notes of mine addressed to Lord Russell, dated * * * [and the] 28th of May, and covering a number of depositions relating to enlistments for the rebel vessels. His lordship has as yet sent me an acknowledgment of the earlier one only.

* * * * *

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, May 28, 1864.

MY LORD: I have the honor to transmit the copy of another deposition in addition to those heretofore submitted to your consideration, and corroborating the statements made in them. Were it necessary to furnish more proof of the same kind, I have reason to believe that a considerable number of others could be procured. I have not been disposed to burden your lordship with more proof than is necessary to establish the facts to the complete satisfaction of her Majesty's government.

I doubt not that it must be obvious to your lordship that if this system of practical warfare be suffered to go on with perfect impunity to all those concerned in it within this kingdom, it will be utterly impossible for the government of the United States to endeavor to place restrictions upon similar practices in America, should any future contingency arise in which her Majesty's government would deem it advisable to renew

the representations once made, on the 21st April, in the year 1854, which were at that time met in the most friendly spirit. In order to secure the performance of obligations between nations, the first point would appear to be to establish an impression of moral certainty that they are mutually reciprocal. I regret to feel myself compelled to admit the fact to your lordship that, in view of all the testimony which I have had the honor to submit, that impression on the side of the people of the United States has been seriously impaired.

I pray your lordship to accept, &c.

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

[See preceding note, printed under the subdivision "Rappahannock," post.]

Deposition of Patrick Shanly.

I, Patrick Shanly, of 13 Carlton street, Liverpool, in the county of Lancaster, fireman, make oath and say as follows:

About the 24th of December last, a friend of mine met me in the street and informed me that there was a good chance for me to join the steamer Georgia; that she was a pirate, and I would be paid very good wages. He then asked me to go with him to Mr. Campbell's, boarding-house keeper, Regent street, Liverpool. I went with him to Campbell's house, and Campbell told me that he had a good job for me to go to; that I should have £7 a month and £10 bounty, and one month's pay in advance when I joined the ship; that he did not know then which of the steamers I would be required to join, but he thought it was the Florida. He gave me instructions to endeavor to engage other hands; that I was to offer them £5 a month and £10 bounty. I called upon Thomas Lloyd, Edward Smyles, Thomas Asham, John Adamson, and several others, and informed them of Mr. Campbell's offer, when they all agreed to go with me, and I took them down to Campbell's house. Campbell engaged the whole of these men upon the same terms as myself except as to wages, he only agreeing to get them £6 a month. He gave us instructions to meet him under the arches at the custom-house on the 27th, and we all attended there; but Campbell did not keep his appointment with us, and I called upon him to know the reason, when he directed me to bring my clothes down to his house and hold myself in readiness to start at a minute's notice. I brought my clothes down to Campbell's house the same night, and bought some clothes from him, and he then told me that we should have to start the next day, and told me to meet him and the other men at Anderson's public house. I called at his house the next day and saw Mrs. Campbell, who produced a paper containing the names of the men who had agreed to join, and an account showing that I was indebted to Campbell in £3 10s. 6d.; £2 6d. for the clothes I had bought and £1 10s. which I had to pay Campbell for getting me the job. I went from Campbell's house to Anderson's public house, where I saw all the other men and Campbell, who paid for drinks for us, and afterwards took us down to the Havre boat, lying in the Wellington dock, and he paid our fare to Havre, he coming with us. We arrived on the 31st December, and were taken by Campbell on board another steamer, and afterwards to a railway station, and Campbell paid our fares to Cherbourg, where we arrived the same night. Campbell took us to a hotel there, and we staid the whole of that

night and part of the next day. On the evening of the next day Campbell took us in a boat on board the confederate steamer Georgia, which was lying off. They gave each of us a blanket, and we slept on board of her all night. We remained on board the Georgia about four or five weeks before we were called upon to sign articles, when we were called aft and the articles were read over to us to the effect that we were going to burn and destroy vessels of the United States. Myself, Lloyd, Surylee, Asham and Anderson signed articles, and Captain Maury asked us if Campbell's accounts were correct, when we told him they were, and we received our bounty money less the amount payable to Campbell. Five of the men engaged were not required, and they left the ship. We left Cherbourg about the first week in February, and proceeded to the island of Barbara, where we lay about three weeks. From there we went to Bordeaux, and from there to Liverpool, where we arrived on the 2d May instant, and we steamed into the Birkenhead great float on the Cheshire side of the Mersey. After we had made the ship fast, the captain told us to come down to the ship in a day or two, when we would be paid off. I was paid off about the 5th or 6th. The first lieutenant asked me to stand by the ship and assist to keep the engines in order, which I did not do, being tired of the service. I called at Campbell's house on the 13th May, when he engaged me to join another steamer, and he gave me directions to look after some other men to join the same boat, which he said was going out for the same purpose. I called upon John Fleming and told him to go to Campbell's house and he would be most likely to get a job. I told Fleming to try and get other men, and he told Maurice Breen and Barnard Cassidy, and they were engaged by Campbell. I took my bag down to Campbell's house on the Sunday arranged for our leaving, the 15th instant, but I afterwards changed my mind and declined going again.

P. SHANLY.

Sworn at Liverpool aforesaid, this 25th day of May, 1864, before me.

HENRY C. DUMALL,

A Commissioner to Administer Oaths in Chancery in England.

Mr. Seward to Mr. Adams.

[Extract.]

No. 978.]

DEPARTMENT OF STATE,

Washington, June 3, 1864.

SIR: I have to acknowledge the receipt of your interesting dispatch of the 19th of May, No. 694. It is to be very sincerely regretted that the ministry failed to avail themselves of the occasion offered by Mr. Thomas Baring to set itself upright on the appeal for the enforcement of neutrality in regard to naval expeditions from British ports. Should our campaign prove fortunate, the ministry, if it survive the present crisis, will probably regret their shortcoming even more profoundly than we do. The speech of the attorney general was very unsatisfactory to the people of this country. I doubt whether it will, in the end, be any more satisfactory to the people of Great Britain.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Seward to Mr. Adams.

No. 979.]

DEPARTMENT OF STATE,
Washington, June 3, 1864.

SIR: Your dispatch of the 20th of May, No. 697, has been received. Would it not be well to let Earl Russell understand that we are unable to comprehend the reason why the crew of the Georgia are left unmolested, while the Irishmen who secreted themselves on board the Kearsarge, seeking to enlist in our service, have been prosecuted and convicted? It is a satisfaction to know that the Georgia will cease her depredations, from inability to continue them. The Niagara sailed yesterday. Assurances received from France that American piratical ships shall not be allowed to go to sea in that character relieve us from the necessity of sending, at present, any other naval force into European waters.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 292.]

UNITED STATES CONSULATE,
Liverpool, June 3, 1864.

SIR: *

I learned yesterday that the pirate steamer Georgia had been sold. This morning a notice of the sale appeared in the Journal of Commerce. Inclosure No. 1 is the slip containing the notice cut from that paper. I have to-day made inquiry, and find the report true. Edward Bates, a shipping merchant of Liverpool, a strong rebel sympathizer, and one who, if reports be true, has contributed in more than one instance to aid and assist the insurgents in their efforts to destroy our government, has become the purchaser. The armament is reserved, no doubt, for the purpose of being used on some other piratical craft. It is said she is to go into the China trade, and resume the British flag. This is all I have been able to learn.

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
*Secretary of State.**Mr. Adams to Mr. Seward.*

No. 712.]

LEGATION OF THE UNITED STATES,
London, June 10, 1864.

SIR: In regard to the observations contained in your dispatch No. 958, upon the substance of my No. 679, relating to the steamer Japan, *alias* the Georgia, I need only remark that the next steamer must have brought to you, with my dispatch No. 687, a copy of the note I addressed

to Lord Russell on that subject. I trust it may have answered the purpose you desired to see accomplished.

Since that time a sale of the Georgia is reported to have been effected in Liverpool. I thought the occasion a suitable one to enter a protest against the validity of the transfer. A copy of my note to Lord Russell, of the 7th instant, on that subject is herewith transmitted, together with one of his reply.

His lordship is evidently so much absorbed in the vortex of the conference that he has little inclination to enter into other questions just now. To him the sale of that vessel was undoubtedly a great relief. It kept before him the worst question of them all.

I have the honor to be, sir, your obedient servant,
CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, June 7, 1864.

MY LORD: I have received from the consul of the United States at Liverpool, information which leads me to believe that a transfer, purporting to be a sale, has been made of the steamer heretofore known as the Japan, *alias* the Georgia, by the insurgents or their agents at that port.

In such a contingency, I must pray your lordship's pardon if I take the liberty to renew, in this case, the observations which I had the honor to submit in my note of the 14th of March of last year, on the case of the steamer Sumter, *alias* the Gibraltar. On behalf of my government, I feel it my duty, in consonance with the practice heretofore adopted by Great Britain, to decline to recognize the validity of the sale of this armed vessel, heretofore engaged in carrying on war against the people of the United States, in a neutral port, and to claim the right of seizing it wherever it may be found on the high seas.

I pray your lordship to accept the assurances of the highest consideration with which I have the honor to be, my lord, your lordship's most obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, June 8, 1864.

SIR: I have the honor to acknowledge the receipt of your letter of yesterday's date, relative to the sale of the steamer Georgia at Liverpool.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Mr. Seward.

No. 715.]

LEGATION OF THE UNITED STATES,
London, June 10, 1864.

SIR: In connection with my No. 707, of the 2d instant, I now transmit copies of two notes received from Lord Russell in reply to two of mine, copies of which were forwarded with that dispatch.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *June 1, 1864.*

SIR: I have the honor to acknowledge the receipt of your note of the 30th ultimo, inclosing a copy of a deposition made by Patrick Shanly respecting the enlistment of British subjects at Liverpool for the service of the so-styled Confederate States; and I have the honor to inform you that the same shall be considered by her Majesty's government.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

[For other note see subdivision "Rappahannock," *post.*]

Mr. Seward to Mr. Adams.

No. 1007.]

DEPARTMENT OF STATE,
Washington, June 27, 1864.

SIR: Your dispatch of the 10th of June, No. 712, is received, together with a copy of your protest addressed to Earl Russell, against the validity of the sale of the pirate ship Georgia. The proceeding is approved, and notice thereof has been given to the Secretary of the Navy.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Wilding to Mr. Seward.

[Extract.]

No. 320.]

UNITED STATES CONSULATE,
Liverpool, July 23, 1864.

SIR:

The Georgia has left the dock at Birkenhead, where she has had her bottom cleaned, and her engines overhauled, and gone into the Queen's dock at Liverpool, a dock very seldom used by steamers.

You have already been advised that she was sold to Mr. Edward Bates, and registered in his name as a British vessel. You have also been informed who and what sort of man Mr. Bates is.

His being the purchaser was in itself suspicious, but he has a considerable trade with China, and it was said he was going to send her there.

Within the last few days circumstances have transpired to create distrust. On the 13th July, and subsequently, an advertisement, of which a copy was sent to you, appeared in the *Liverpool Courier*, intimating that communications respecting claims for pay due to deceased seamen of the *Alabama* were to be addressed to a Mr. R. W. Curtis. This Curtis, as far as I can learn, is a confederate agent, and I find that he is in communication with Mr. Bates. Persons from Jones & Co. (of which Thomas Bold, the former owner of the *Georgia*, is a member) have been seen on board as if in authority, and the foreman of the graving dock, where she was overhauled, has been heard to say that she would go out on her old business.

Certainly nothing has yet occurred in the way of alteration, strengthening, or the like, to furnish a motive for going through the form of sale, &c., and it may be all right, but the circumstances mentioned are suspicious, and I think we must not be too sure.

Very respectfully, I am, sir, your obedient servant,

H. S. WILDING, *Vice-Consul*.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Wilding to Mr. Seward.

[Extract.]

No. 324.]

UNITED STATES CONSULATE,
Liverpool, August 3, 1864.

SIR:

On Saturday, the 30th, the *Georgia* was entered at the custom-house to load for Lisbon and Africa, W. C., by E. Bates. I never heard before of Mr. Bates having any trade with Africa, and don't believe she is going there, but on her old business; of that, however, I have not yet been able to procure any very good evidence.

Such as I have I have communicated to Mr. Adams, with my suspicions about her. I shall keep a close watch on her, and report her movements to Mr. Adams.

Very respectfully, I am, sir, your obedient servant,

H. S. WILDING, *Vice-Consul*.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Mr. Seward.

No. 758.]

LEGATION OF THE UNITED STATES,
London, August 4, 1864.

SIR: In consequence of a representation made to me by Mr. Wilding, the vice-consul at Liverpool, as to the outfit of the *Georgia*, I felt it my

duty on the 27th of July to address a note to Lord Russell on the subject. A copy of that note, as well as of the inclosure, is herewith transmitted. Also Lord Russell's acknowledgment of the 28th.

I have the honor to be, sir, your obedient servant,
CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, July 27, 1864.

MY LORD: I have the honor to submit to your consideration a copy of a letter just received by me from the vice-consul of the United States at Liverpool.

It would seem, if the statements therein have any foundation in truth, that further attempts are in contemplation, under the shelter of the names of British subjects, to carry on from British ports war with the people of the United States.

Deeply regretting the continued manifestation of this inimical temper, I feel it again my duty to call your lordship's attention to the abuse thus made by the insurgents of the neutrality of her Majesty's harbors by sham transfers of their war vessels to British subjects, the better to cover their hostile operations.

I pray permission to observe that the complaint thus made is not against the vessel, for I have already been compelled to apprise your lordship of the fact that my government declines to recognize her as possessing any other character than that which she had assumed, and in which she was received when she came into Liverpool. The material point to which I beg your lordship's attention is the intervention of one or more British subjects in the war by taking all the necessary measures in British ports to send out in their name this vessel in a shape fitted for further hostile operations.

I pray your lordship, &c., &c., &c.,
CHARLES FRANCIS ADAMS.

Hon. EARL RUSSELL, &c., &c., &c.

Mr. Wilding to Mr. Adams.

UNITED STATES CONSULATE,
Liverpool, July 26, 1864.

SIR: In accordance with an order left by Mr. Dudley, I beg to transmit a certified copy of the register of the Georgia, the certificate dated yesterday.

I deem it my duty to state to you my fear that the recorded sale of this vessel is all a sham, and that there is no intention of converting her into a merchant vessel.

She has left the graving dock at Birkenhead, where she has had her bottom cleaned and painted, some trifling repairs made, and her engines overhauled, and is now in the Queen's dock at Liverpool.

Nothing has been done to her to change her character beyond unship-

ping her guns, and taking up the tracks or rails on which they worked on deck ; but the guns are in a warehouse at Birkenhead, easily attainable, and the rails still on board the ship.

She has also attached to her three of the men (non-commissioned officers, an engineer, quartermaster, and another) who were in her before, and one (the boatswain, I believe) from the Alabama. They are also going to fit up the nettings for the hammocks as they were before.

The chief foreman of the yard or graving dock, where she was repaired, stated while she was there that Mr. Bates was going to send her out on her old trade.

I know also that Mr. Curtis, who advertises that claims for wages of deceased seamen of the Alabama are to be addressed to him, and is a confederate agent, is in communication with Mr. Bates.

And you will recollect also that Mr. Bates, some time since, in contradiction to the statements of the ship-owners of Liverpool in their memorial to the House of Commons, published a letter avowing himself a dissident from the memorial, and, by inference, in favor of fitting out vessels for belligerents.

Of the facts of the rails being on board, and of the persons mentioned as being attached to the vessel, I can send you the deposition of the person who has seen them ; I can also send you the deposition of the person to whom the foreman of the graving dock made the statement referred to, if you think they will be of any use.

Very respectfully, I am, sir, your obedient servant,

H. WILDING, *Vice-Consul*.

His Excellency CHARLES FRANCIS ADAMS, &c., &c., &c.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *July 28, 1864.*

SIR : I have the honor to acknowledge the receipt of your letter of yesterday's date, and its inclosure, respecting the vessel Georgia, and I have to state to you that the matter will not fail to receive the immediate attention of her Majesty's government.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Wilding to Mr. Seward.

[Extract.]

No. 325.]

UNITED STATES CONSULATE,
Liverpool, August 6, 1864.

SIR : * * * * *

On the 3d I transmitted three affidavits on the subject of the Georgia to Mr. Adams, copies of which I transmit, inclosure No. 2.

At the same time, however, I informed Mr. Adams of the Portuguese charter.

* * * * *

Very respectfully, I am, sir, your obedient servant,

H. S. WILDING, *Vice-Consul*.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Deposition of Charles Thompson.

I, Charles Thompson, of 10 James street, Liverpool, trade protectionist, make oath and say :

1. That on the 14th of July last, I was at Birkenhead in the graving dock looking for a steamboat, when I saw a steam vessel there, and I asked a man, who appeared to be the foreman of the yard, what vessel it was, and he said it was the Georgia; I asked him what they were going to do with her, and he said that Bates had got her now and he was going to fit her out again for the confederate service.

CHARLES THOMPSON.

Sworn at Liverpool, in the county of Lancaster, this 3d day of August, 1864, before me.

HENRY C. DUNCAN,

A Commissioner for taking Affidavits in the Court of Exchequer.

Deposition of William Rawlinson.

I, William Rawlinson, of No. 12 Blackstone street, Liverpool, seaman, make oath and say :

1. That on the 2d of August instant I went on board the Georgia, now lying in the Queen's dock, in company with Frederick Harcourt, and I saw the hammock nettings being repaired. I went below into the steerage, and saw hammock hooks and rails there sufficient to accommodate about one hundred men. I observed the hold; it was not adapted for commercial purposes, but it was suitable to hold provisions for a ship's company for about one hundred and twenty men for six months; it is not suitable for a cargo. Adjoining the hold I observed some shot-lockers. On deck I observed that the holes in which the bolts used for the traversing tackle are placed still remained, which would hardly be the case if the bolts were not intended to be replaced. I noticed that the fore magazine still remained ready for immediate service. If the ship were intended for trading purposes, the magazine would have been removed.

2. That on the same day I was present at a conversation which took place between Harcourt and a man whom I believe to be named Miller. Miller told Harcourt that he had seen on board and recognized the person who acted as captain and commanded the ship when she sailed from Greenock. He also said that they had on board, as the present mate of the ship, the mate who had taken the ship from Greenock. Miller said he supposed the ship was going to Lisbon, and then to the coast of Africa. He told us he was going in her. I said to him, "The sailors have all signed?" He replied, "The old hands are not required to sign," or words to that effect. He said he was an old hand. To-day I went on board and saw on the steerage deck a gun which I judge to be a twenty-four-pounder. It appeared to me much too big for a signal gun. I have been eight years in a man-of-war, and I, therefore, am able to speak with knowledge as to the above-mentioned warlike appearances on board the Georgia.

W. RAWLINSON.

Sworn at Liverpool, in the county of Lancaster, the third day of August, one thousand eight hundred and sixty-four, before me.

J. PEARSON,

A Commissioner to Administer Oaths in Chancery in England.

Deposition of Frederick Harcourt.

I, Frederick Harcourt, of No. 68 Porter street, Liverpool, British subject, make oath and say as follows:

1. That in the month of May last I was in Liverpool in search of employment, and on the 13th of that month I became acquainted with a man named Jackson, who was a quartermaster belonging to the Georgia, then lying at Birkenhead. After mentioning to him that I was in search of a vessel, he told me that if I kept myself quiet for a few days he would put me in the way of obtaining a berth. He then gave me a note to a man named Campbell, residing at No. 28 Regent street, Liverpool. I went to Campbell. After he read the note he told me that he would procure me a ship, but that the ship was not in the Mersey, but was fitting out in France to run the blockade. This, I think, was on the Friday. On the following day, which was Saturday, I came to reside at Campbell's house. When there I observed Jackson outside the house in company with a man named Smith, who was then and is now belonging to the Georgia. Jackson told me we were going to join the Rappahannock at Calais, but he did not say anything about the character of the ship. I remained at Campbell's till Sunday morning, and then started with him and others for Calais, via London and Dover. We reached Calais on Tuesday morning. Mr. Campbell then told us we were going on board the confederate privateer Rappahannock. I and some others went on board and signed articles in the following manner: that we were faithfully, honestly, and courageously to serve the Confederate States of America for the term of three years, or during the war, unless previously discharged; that we were to obey the officers appointed by the congress of the Confederate States of America; to employ our energies and abilities in the maintenance of the integrity, independence, and welfare of the southern States of America; and to use our utmost exertions to destroy or otherwise injure the enemies of the Confederate States. I was to receive £4 8s. per month wages and £10 bounty, which was to be paid when the ship got to sea. I then began my duty on the forecastle. I was afterwards placed in irons on suspicion of being a Yankee spy, and remained in irons five weeks. I was then sentenced to death, without even the form of a court-martial being held, but was released because the ship could not get to sea, and the sentence could not be carried into effect in the court of France. From the effects of the confinement I became very ill, and remained some time in that state in Calais, and my life was several times attempted by members of the crew of the Rappahannock.

2. I came to London in July, and from thence came to Liverpool to attend the assizes in the trial of Campbell. During my stay in Liverpool I had many opportunities of observing the Georgia again. I went on board her one day, where she now lies, in the Queen's dock, and I perceived that the hammock nettings were being repaired, and went down below into the steerage, and found that the hooks and rails used for the hammocks were not removed, as would probably have been done had the ship been intended for peaceful purposes. I saw Jackson on board, and Smith, whom I had previously seen with him; also another man, whose name I believe to be Miller. They were repairing her engines. While I was below in the ship's hold I observed what appeared to be the traversing rails for her guns; they were rolled up in canvas, but, from their form and feel, I am sure in my own mind that they were the traversing rails. I asked the mate what they were going to do with

the ship. He told me they were going to fit her out to trade between China and Japan.

3. On another occasion—yesterday, the 2d August—I went on board and was informed by two of the men that they had shipped for Lisbon. The day previous to this I had received another account from another man—that she was going to the coast of Africa. I was then informed that the present mate of the ship was the mate who officiated in taking the ship from Greenock when she first set out on her cruise. I was also informed by the same party (whose name I do not know) that he had seen the captain who had taken the ship from Greenock, on board the ship to-day. The person who told me this is the same person as he whom I believed to be called Miller. I observed on the quay a number of small kegs. Some had the word “spikes” marked upon them; but from their weight, and the knowledge that I have of such things, I am convinced in my own mind that they contain ball cartridges.

4. In conversing with the man Miller I noticed that he was a little tipsy; he was consequently more communicative than if sober. Upon my asking him a question as to the Georgia's guns he seemed to recollect himself, and told me that it would not do for him to tell me everything that he knew, and immediately left me. I also observed from the manner of the mate when he saw me coming from the Georgia (he did not see me going on board) that he was suspicious of me. I may here say that Jackson had not yet seen me, as I wished to conceal myself from him, but he knows what occurred on board the Rappahannock. He has, no doubt, therefore, given a personal description of me to the mate, and it is from this that I account for the mate looking upon me with suspicion to-day.

5. To-day, the 3d August, I went on board the Georgia, and on going down into the steerage observed a gun. I asked one of the men for what purpose it was there. He told me he did not know, but supposed it would be a signal gun. In my opinion it is much too large for a signal gun. It appears to be a twenty-four-pounder gun, and altogether of a different kind and much larger than I have seen for that purpose.

FREDERICK HARCOURT.

Sworn at Liverpool, in the county of Lancaster, this third day of August, one thousand eight hundred and sixty-four, before me.

HENRY C. DUNCAN,

A Commissioner for taking Affidavits in the Court of Exchequer.

Mr. Wilson to Mr. F. W. Seward.

LEGATION OF THE UNITED STATES,

London, August 12, 1864.

SIR: I beg to acquaint the department thus informally through you, and in the absence of Mr. Adams, that the pirate Georgia has again sailed from Liverpool, but this time upon an assumed peaceable mission. She has been chartered by the Portuguese government to proceed to Lisbon, and thence with the mails, &c., to some of the Portuguese possessions. We deemed it courtesy, in view of the friendly position Portugal has always maintained towards us, to notify the legation here that the Georgia was liable to capture by our cruisers, on the ground that a belligerent vessel cannot be sold and a title given in a neutral port. This proceeding on our part has since been sanctioned by Mr.

Adams, who had notified the national vessels on this coast that the Georgia was lawful prize. I may add, that the Count Lavradio, on looking into the matter, expressed himself satisfied that the Georgia *was* liable to capture by us; but that his government, having chartered the vessel, must carry out their part of the contract; and if the pirate was captured (an event I do not think he would be disposed to regret) they would look to the reputed owners for damages.

The Sacramento and Niagara are both on the Georgia's track, and the gallant little Kearsarge left yesterday under orders for home, and will also cross it.

I write these particulars for the information of the government in advance of the minister's communicating them officially, which he will doubtless do in his next dispatches.

It is, perhaps, proper for me to state in this connection, that in in response to continued applications from Mr. Adams to stop the Georgia from sailing at all, Earl Russell has informed him that her Majesty's government have given instructions that in future no ship of war of either belligerent will be allowed to be brought into any of her Majesty's ports for the purpose of being dismantled and sold.

I am, sir, your obedient servant,

CHARLES S. WILSON.

Hon. F. W. SEWARD,
Assistant Secretary of State.

Mr. Adams to Mr. Seward.

No. 761.]

LEGATION OF THE UNITED STATES,
London, August 18, 1864.

SIR: In connection with No. 758, of the 4th instant, on the subject of the sale of the steamer Georgia, I now forward a copy of Lord Russell's reply of the 8th instant to my note to him, a copy of which was transmitted with that dispatch. It appears from this that the British government has become so much perplexed by the inconsistencies in which a toleration of this new mode of abusing their neutrality is involving them, as to decide upon a rule prohibiting all transfer or dismantling of belligerent vessels of either party in their ports. This is very well so far as it goes. The exclusion, though applying equally to us, is nominal in that case, whereas it will have its force in circumscribing the operations of the sympathizers with the rebels, particularly in the port of Liverpool.

The causes which may have led to this decision are perhaps to be thus explained. Simultaneously with my note to Lord Russell, I addressed a circular to the respective commanders of the three war vessels at that time cruising in the channel—the Niagara, the Kearsarge, and the Sacramento—apprising them of the information which I had received from Mr. Wilding, as well as of my opinion that the Georgia might be made lawful prize whenever and under whatever colors she should be found sailing on the high seas.

It turned out that the Georgia had been engaged by the Portuguese government for one month, at the price of a thousand pounds, to carry the mails from Lisbon to their African possessions. She was, however, to be transferred from Liverpool to that port on the responsibility of Mr. Bates, the nominal owner, and under British colors. The Count Lavradio, the Portuguese minister, on learning the precise state of the

case, interposed no objection to my proceeding, but simply expressed a hope that, if captured at all, the vessel might be taken before reaching Lisbon to enter upon the engagement. I have no doubt, although I do not know it from information, that the matter has been brought to the attention of the British government by parties at Liverpool, with a view to secure its protection. The difficulties that might ensue from adopting any positive course doubtless led to that decision which is found communicated in his lordship's note.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

HON. WILLIAM H. SEWARD,
Secretary of State.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, August 8, 1864.

SIR: With reference to my letter of the 28th ultimo, I have the honor to state to you that her Majesty's government do not see any sufficient grounds for coming to the conclusion, upon the statements contained in your letter of the 27th ultimo, that the steamer Georgia is about to be again used for belligerent purposes. With a view, however, to prevent the recurrence of any question such as that which has arisen in the case of the Georgia, her Majesty's government have given directions that in future no ship of war, of either belligerent, shall be allowed to be brought into any of her Majesty's ports for the purpose of being dismantled or sold.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, August 18, 1864.

MY LORD: I have had the honor to receive your note of the 8th instant, communicating to me the fact that directions have been given by her Majesty's government to prohibit any ship of war of either belligerent from being brought into any of her ports for the purpose of being dismantled or sold. I shall transmit a copy of the same for the information of my government.

I pray your lordship, &c., &c.,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

[The following, taken from the London Gazette of September 9, 1864, would seem to be this order:]

FOREIGN OFFICE, September 8, 1864.

It is hereby notified that her Majesty has been pleased to order that for the future no ship of war belonging to either of the belligerent

powers of North America shall be allowed to enter or to remain, or be in any of her Majesty's ports for the purpose of being dismantled or sold; and her Majesty has been pleased to give direction to the commissioners of her Majesty's customs, and to the governors of her Majesty's colonies and foreign possessions, to see that this order is properly carried into effect.

Mr. Seward to Mr. Adams.

No. 1074.]

DEPARTMENT OF STATE,
Washington, August 20, 1864.

SIR: Your dispatch of the 4th of August, No. 758, has been received. The representation you have made to Earl Russell concerning the Georgia is approved. I trust that you have succeeded in impressing her Majesty's government with a sense of the importance of the subject you have thus brought to their notice.

There is reason to believe that British subjects, hostile to the United States, have only changed their form of proceeding in sending out armed vessels to make war against the United States. The Tallahassee is said to have been built and to have come out in the character of a merchant vessel, but to have been furnished with an armament in Liverpool. She appears on our coasts a pirate, and she is received at Halifax. Her master is reported as saying that she is only one of several very fast steamers of the same character, which have been built at Liverpool, with armaments prepared in the same way. Bermuda and Halifax are to be bases of operations. I refrain from comment until there shall have been time for Earl Russell to have replied to your note concerning the Georgia, and in the expectation of more definite information in regard to the Tallahassee.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Mr. Seward.

No. 767.]

LEGATION OF THE UNITED STATES,
London, August 25, 1864.

SIR: A telegram was received at this legation yesterday, at one o'clock p. m., from the consular agent at Dover, announcing the arrival of the steamer Niagara, on her way to Antwerp. The Georgia had been taken and sent as prize to the United States. The crew were landed at Dover.

This event has made some sensation here. The newspapers express opinions based on little information, and prompted by their respective predilections in our struggle. Should any official indication be made visible in the Times to-morrow morning, I shall send a copy with this dispatch.

I am your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Seward to Mr. Adams.

No. 1077.]

DEPARTMENT OF STATE,
Washington, August 26, 1864.

SIR: In a letter to this department of the 12th instant, Mr. Wilson, the secretary of legation at London, gives an account of certain proceedings with reference to the late insurgent steamer Georgia, and particularly of an intimation given to the Portuguese minister, at London, to the effect that the Georgia, having been sold in a neutral port, would be a lawful prize to a United States cruiser. The proceedings referred to are approved by the department.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, &c., &c., &c.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 339.]

UNITED STATES CONSULATE,
Liverpool, August 26, 1864.

SIR: The capture of the pirate steamer Georgia by the United States steamer Niagara, commanded by Captain Craven, of which you were advised by the mid-week steamer, seems not to create so much excitement among the people and press as was to be expected. I have taken pains to examine the leading newspapers, and aside from the ill-natured comments of two or three Liverpool papers, her capture, if not regarded as right and proper, is not considered of sufficient importance as to excite comment. * * * * * The London Morning Post, Lord Palmerston's organ, published an editorial this morning conceding our right to take her. After speaking of the right to sell merchant ships, it says: "But in respect to ships of war, all states concur in denying to neutrals the right of purchasing them from a belligerent and investing them with the neutral character of the state by whose subject they are bought." I have not much doubt but what this article is by authority, and embodies the views of the government. * * * * * The Courier lays great stress upon the fact of her having a British register, and being owned by an Englishman at the time of her capture. It will be remembered that at the time of her sailing on her piratical cruise, in April, 1863, she had a British register, and was owned by another Liverpool merchant, Thomas Bold, who continued her owner, as is shown by the records at the custom-house in this town, up to June 23, 1863, during which time she captured and bonded the George Griswold, and burnt the ship Dictator. The house of Jones & Co. shipped the men and fitted out the vessel when she first sailed. Jones, of this firm, has just been convicted for shipping the men. This same man was active in fitting her out again on her last voyage. I inclose you the statement of Charles Thompson, marked inclosure No. 4, showing this fact.

I am, sir, very respectfully, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Deposition of Charles Thompson.

Charles Thompson, residing at 40 Upper Baker street, in Liverpool, trade protectionist, being sworn, deposeth and saith as follows:

On the 2d day of May last I saw the steamer Georgia lying in the river Mersey, at Liverpool, with the confederate flag flying at the peak, and the same morning saw an officer in confederate uniform landed from her by one of her own boats. That on the 3d of May I saw said steamer in the Birkenhead dock, with confederate flag and pennant flying, her guns on board, and officers in confederate uniform doing duty on board. That I saw said steamer frequently, almost daily, from this time to the 11th day of August instant, when she sailed from the river Mersey for Lisbon. That on the 20th day of June said steamer was lying in the Queen's dock at Liverpool, to which she had been removed from Birkenhead, and I saw Mr. Jones, of the firm of Jones & Co., on board. That previously and about the 5th May I saw Mr. Wilding, whom I know to be, and knew to be at that time, a clerk in the employment of said Jones & Co., superintending the removal of the stores from said vessel. That on the 6th day of June I saw the guns landed from said steamer. That on the 30th day of July last said vessel was entered in the Liverpool customs bill of entry for Lisbon and West Coast of Africa, E. Bates consignee. That on the 2d day of August, and each day subsequent until the 5th, inclusive, I saw the said Jones on board said steamer Georgia, giving orders to the persons employed in fitting the ship for sea, who appeared to act entirely under his orders. That on said 5th day of August said steamer Georgia was hauled to the dock gates with steam up, as if to go to sea. That she was again hauled back into the dock, and remained until Monday, the 8th, when she was hauled out and towed to anchor at the mouth of the river Mersey, where she laid until Thursday morning, the 11th, about 5 o'clock of which I saw her weigh anchor and steam out to sea. That said Jones before mentioned by me as superintending the fitting of said steamer Georgia for sea on the 2d, 3d, 4th, and 5th days of August, is well known to me, and is the same person lately tried and convicted at Liverpool for enlisting men to serve on board said steamer Georgia as a confederate cruiser.

CHAS. THOMPSON.

Sworn at Liverpool, in the county of Lancaster, this 27th day of August, 1864, before me.

WILLIAM S. BATESON,

A Commissioner to Administer Oaths in Chancery in England.

Mr. Adams to Mr. Seward.

No. 780.]

LEGATION OF THE UNITED STATES,
London, September 8, 1864.

SIR: I have the honor to transmit a copy of a note received from Lord Russell last evening on the case of the capture of the Georgia. I likewise append a copy of my reply.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *September 6, 1864.*

SIR: You are doubtless aware of the circumstances under which the steamer Georgia has been seized on the high seas by the United States steamer Niagara, and sent, as it is alleged, in charge of a prize crew to the port of Boston.

I do not propose, at present at least, to enter into correspondence with you on the subject of this proceeding on the part of the commander of the Niagara, but I consider it necessary to request that you will take an early opportunity of acquainting the government of the United States that her Majesty's government of course expects that a vessel seized under the British flag, and claimed by British owners, will be brought, with as little delay as possible, for adjudication into the proper prize court, in which the claim of one of her Majesty's subjects will be tried according to those recognized principles of international law which govern the relations of the belligerent toward the neutral.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, September 8, 1864.

MY LORD: I have the honor to acknowledge the reception of your lordship's note of the 6th instant in relation to the capture of the steamer Georgia. Although I have every reason to believe that the strongest disposition already exists on the part of my government to facilitate the necessary proceedings before the proper judicial tribunals whereby to determine the validity of that capture, according to the recognized principles of international law, I shall nevertheless take pleasure in at once transmitting a copy of your note expressing the wishes of her Majesty's government for their consideration.

I pray your lordship to accept the assurances of the highest consideration with which I have the honor to be, my lord, your most obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 350.]

UNITED STATES CONSULATE,
Liverpool, September 13, 1864.

SIR:

The government has given notice to Mr. Bates, the pretended owner of the Georgia, that they will not interfere, and that he must submit his case to the prize court.

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Seward to Mr. Adams.

No. 1097.]

DEPARTMENT OF STATE,
Washington, September 20, 1864.

SIR: Your dispatch of the 18th of August, No. 761, has been received. It is accompanied by a copy of a note of Earl Russell, which announces a new regulation in admiralty, forbidding all transfer or dismantling of belligerent vessels in British ports. The subject will receive due consideration. In the mean time we hear with much satisfaction that the Georgia has been captured by the Niagara, and has arrived as a prize at Hampton Roads, whence she proceeded to Boston.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. F. W. Seward to Mr. Adams.

No. 1106.]

DEPARTMENT OF STATE,
Washington, September 24, 1864.

SIR: I have the honor to acknowledge the receipt of your dispatch of the 8th of September, No. 780, which is accompanied by a copy of a correspondence between yourself and Earl Russell in regard to the capture of the Georgia, and in which his lordship desires that the case may be brought before a prize court for adjudication as soon as possible. In reply, I have to inform you that the proceedings in the case will be regular, and attended by no unnecessary delay.

I am, sir, your obedient servant,

F. W. SEWARD, *Acting Secretary.*

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 394.]

UNITED STATES CONSULATE,
Liverpool, November 25, 1864.

SIR: The prosecution against Jones & Co. for fitting out and enlisting the men for the pirate Japan, *alias* Virginia, *alias* Georgia, is over, and the parties have been each fined fifty pounds sterling, making in all the sum of one hundred and fifty pounds, as the penalty, or more properly the price, for fitting out a privateer in this country, to cruise and make war against the United States. Comment is unnecessary. I send you a copy of the proceedings cut from the London Times of yesterday, and the short piece from the Daily Courier. They are marked No. 1. I can scarcely imagine a greater farce than this whole thing has been, which is just played out. The Florida, Alabama, Georgia, Georgiana, and Sea King, all built, fitted out, armament made, ammunition supplied, crews enlisted in this country, and here paid while serving in the vessels, and the ships supplied and coaled from England, and thus far three men alone tried, and they fined but fifty pounds apiece, making the sum total of one hundred and fifty pounds.

I am, sir, very respectfully, your obedient servant,

THOMAS H. DUDLEY.

Hon. WILLIAM H. SEWARD,
Secretary of State.

THE RAPPAHANNOCK.

Mr. Dudley to Mr. Seward.

[Extract.]

No. 192.]

UNITED STATES CONSULATE,
Liverpool, December 2, 1863.

SIR: * * * *

In my dispatch No. 190 I referred briefly to a confederate war steamer called the Rappahannock that had entered the port of Calais, and sent you some two or three slips cut from the newspapers referring to the matter. I learn that this vessel is the steamer Victor, recently sold by the English government. I inclose you, marked No. 1, a slip from the London Times of November 30, referring to the sale and fitting out of this vessel.

I am, sir, very respectfully, your obedient servant,

THOMAS H. DUDLEY.

HON. WILLIAM H. SEWARD,
Secretary of State.

[From London Times of November 30, 1863.]

The screw gun-vessel Victor, recently purchased from the admiralty, has, as had been expected, passed into the hands of the agents for the confederate government. The Victor was formerly attached to the Chatham steam reserve, and on being sold by the admiralty, was permitted to undergo some repairs under the superintendence of the dock yard officials. It was stated that she was intended for the China trade, and she was ostensibly fitted with that view, while her name was changed to the Scylla, of London. Several suspicious circumstances, however, occurred, and the dock yard officials felt it their duty to make a report to the admiralty. The result was, the receipt of an order at Sheerness directing her to be stopped. The order, however, arrived a few hours too late. Those in charge of the vessel evidently suspected the intentions of the government, and had her taken out of the harbor a few nights since. She immediately afterwards hoisted the confederate flag, and she now sails under the name of the Rappahannock. Her burden is 859 tons, and she is pierced to carry six guns. She is of 350 horse-power, but owing to some defects in the construction of her engines and machinery, her rate of steaming was never very high, which was the principal reason for the admiralty directing her to be sold. On leaving the Nore, the Rappahannock sailed direct for Calais harbor, which she entered as a confederate privateer, as stated in the Times of Saturday. A special report has been made to the lords of the admiralty of the circumstances under which she left Sheerness dock yard. The customs authorities at Calais have received instructions to allow the Rappahannock to leave whenever her captain pleases.

Mr. Adams to Mr. Seward.

No. 547.]

LEGATION OF THE UNITED STATES,
London, December 3, 1863.

SIR: Dispatches have been received at the legation from the department, numbered 756 to 761, inclusive, together with a note dated the 14th of November, relating to the discharge of Mr. Singleton's son, and another of the 16th, marked "private."

I have taken the necessary measures to obtain a conference with Lord Russell on the subjects referred to in Nos. 759, 760, and 761. On reflection, I prefer to adopt this course, in the first place, rather than that by writing, more especially as another subject has arisen, having an intimate relation to the main question in agitation, and not unlikely to affect the decision to which the British government will ultimately come.

It is now more than a fortnight since I received private and confidential advices from a person at Sheerness, that one of several war steamers, which had been lately sold by the British government, was remaining at that place, refitting, under the direction of persons connected with the royal dock yards, in a manner which created in him a strong suspicion that she was intended for an illegal purpose. The communication was of a kind that I could not use in any official way; but I conferred with Mr. Morse on the subject, and with his aid procured other information, strongly confirming the idea that the vessel was intended for the rebels, though nothing of a kind positive enough to base any representation upon to the British government. It is not improbable that the parties concerned got wind of the inquiries that were making, for they suddenly determined upon pushing the vessel out of the harbor, in spite of the fact that she was by no means prepared for sea, and had no adequate force to man her; indeed, the workmen engaged in refitting here were actually carried out, and were found still busy when she was brought to at Calais, on the other side of the channel. Here the rebel flag was hoisted at once, and the vessel christened the *Rappahannock*, with the view of obtaining the recognition of the French government. A number of officers and men were also then put on board, sufficient to constitute an appearance of a crew. The trick has succeeded thus far, but the vessel is as yet entirely unfit for sea, and will need much time and contrivance to secure an equipment, manning, and armament. Had the government of the United States a suitable naval force in European waters she could scarcely hope to escape capture, together with the tenders the *Harriet Pinckney* and the *Agrippina*, which are evidently relied on to complete the operation; as it is, the chances are rather in her favor.

Although entirely without any technical evidence upon which to rest a remonstrance, I considered the case so peculiar as to justify me in making a representation to the British government, merely on the strength of a statement of facts presented by Mr. Morse. I have the honor to transmit copies of my note to Lord Russell of the 28th, and of Mr. Morse's letter to me of the same date. A copy of the reply of his lordship on the 30th accompanies them.

I have confidential information, but which I cannot use, that leads me to believe that high officers of the navy, attached to the yard at Sheerness, have been privy to this fraud. If the government is faithful to its duty of investigation, this cannot fail to appear. From the tone of the leader in Wednesday's Times on the subject, a copy of which

I transmit, I infer that some action or other against the rebel agents contemplated.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,

Secretary of State.

[Dispatch No. 761, above referred to, is printed under the head "Enforcement of Neutrality," "General Subject," Vol. I, p. 607; and dispatch No. 670 will be found under "Enforcement of Neutrality," subdivision "Amendment of Laws," Vol. I, p. 675.]

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,

London, November 28, 1863.

Mr. Adams, envoy extraordinary and minister plenipotentiary of the United States, presents his compliments to the Right Hon. Earl Russell, her Majesty's principal secretary of state for foreign affairs, and it is with great regret that he feels compelled to call his lordship's attention to another instance of the violation of the neutrality of her Majesty's territory by the agents of the insurgents of the United States. The substance of the information which Mr. Adams has received will be found in a letter from the Hon. Freeman H. Morse, consul of the United States for this port, a copy of which he has the honor to submit to his lordship's consideration.

It appears that the vessel, which has gone out in an unfinished state from Sheerness, is one which has lately been sold from her Majesty's navy. She is not yet in a condition to go to sea, being neither armed nor manned. Mr. Adams hopes that it is not true that any of the people in her Majesty's employ have been engaged in the work of fitting her out. He has the strongest reasons for believing that two vessels which have just put into Plymouth, one a steamer called the Harriet Pinckney, the other a sailing vessel called the bark Agrippina, may be charged with the materials for the armament, and possibly with a portion of the crews.

Mr. Adams will probably be able to obtain further and more exact information in a day or two. In the meanwhile he has thought it best to lose no time in making a representation. Not doubting the disposition of her Majesty's government to do justice in the premises, as well in the rectification of any abuses that may have been committed by persons in her Majesty's service as in the prevention of the ultimate success of this audacious enterprise, Mr. Adams prays Earl Russell to accept the assurances of his highest consideration.

Mr. Morse to Mr. Adams.

UNITED STATES CONSULATE,

London, November 28, 1863.

SIR: The confederate steamer Rappahannock, reported this morning at Calais, France, was her Majesty's steamer Victor, recently sold out of the government service. She has until recently been at Sheerness,

opposite the government dock yard, and has been prepared for sea, and for active service, so far as she was prepared, when she left suddenly at midnight, by laborers many of whom were employed at the government dock yard at that place. A party of riggers was on board when she left, at work on her. Her rigging was not then ratted down. These riggers were from the government yard, and I am informed that these men were selected and sent off to the Victor by the master rigger at the dock. Also that the masts of her Majesty's ship Cumberland were used as shears to set the masts of the Victor, then called the Scylla, and now the Rappahannock, and that other petty officers at the government yard have been employed to engage men and render other service to this privateer. In fact, that she was being prepared for service with the greatest secrecy and dispatch, as a confederate privateer, under the cover and protection which her former ownership, proximity to the yard while being fitted out, and the employment of hands from the yard, threw around her.

She went off in quite an incomplete state, and would not have gone for some days but for the fact that the government here, as is supposed, became suspicious from some cause that materials from the yard had been used in repairing and fitting her, and ordered a search to ascertain the truth of the story. In a few hours after, she left suddenly, near midnight on the morning of Wednesday, the 25th instant, in tow of the tug-boat Bull Dog. She came to anchor near the Tongue light, lay there a short time, and then went to Calais.

The above facts, with many others of equal importance, I expect to make good by sworn affidavits, from responsible men, and will do so as soon as possible.

I do not mean to intimate by anything said above that the British government, or any officer of position connected with it, had any suspicion that they were selling a government war ship into the confederate service, and lending one of their dock yards as a protection to fit her out as privateer to be used against our commerce. I think they have been deceived by agents of the confederates, and will be ready and anxious to act with more than their usual energy to remedy the evil.

Your obedient servant,

F. H. MORSE,
United States Consul.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *November 30, 1863.*

SIR: I have the honor to acknowledge the receipt of your note, dated the 28th instant, but which was only delivered at the Foreign Office a few minutes before 4 o'clock on the following day, Sunday, respecting the case of a vessel described in the letter from the United States consul in London, inclosed in your note, as the confederate steamer Rappahannock, formerly her Majesty's ship Victor, recently sold out of the government service; and calling attention also to two vessels named the Harriet Pinckney and the Agrippina, which have put into Plymouth, and which you believed may be charged with the materials for the armament of the Rappahannock, and possibly with a portion of the crew.

I have to acquaint you that the attention of the proper department of her Majesty's government has been directed, without loss of time, to the

statements made by you, and by the United States consul, in this matter; and Lord Russell has no doubt that immediate steps will be taken to verify the truth of these statements.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Mr. Seward.

No. 554.]

LEGATION OF THE UNITED STATES,
London, December 11, 1863.

SIR: I transmit herewith a copy of my note to Lord Russell covering some depositions sent me by Mr. Morse, the consul for this place, in the case of the steamer Victor; his lordship has acknowledged the same.

Copies of all these papers are subjoined. I have just received another deposition on the same subject, which I propose to send in at once.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, December 5, 1863.

MY LORD: I have the honor to submit to your consideration a copy of a letter from Mr. Morse, consul of the United States at this place, and copies of the depositions of William Wynn, Joseph Murray, Thomas Kelly, Henry Barraclough, and James Tucker, in relation to the proceedings in connection with the fitting out of the steamer Victor at Sheerness, for the use of the insurgents of the United States, and the enlistment of men for service in that vessel.

I pray your lordship to accept, &c., &c.,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Mr. Morse to Mr. Adams.

UNITED STATES CONSULATE,
London, December 2, 1863.

SIR: I herewith inclose the affidavits of William Wynn, Joseph Murray, and Thomas Kelley, in reference to the confederate steamer Rappahannock, now in the port of Calais, France. They show very conclusively that she is a *rebel privateer*; that she escaped from an English port in an unfinished state, and is now completing her repairs and outfits in a French port, and where and who engaged the crew to go in her. Other affidavits, showing other features of the case, will be sent to you in a short time.

Your obedient servant,

F. H. MORSE, *Consul.*

Hon. CHARLES FRANCIS ADAMS,
United States Minister.

Deposition of William Wynn.

I, William Wynn, boarding-house keeper, at present residing at 22 Lower Berner's street, Commercial Road East, do hereby truly, sincerely, and solemnly swear, that a boarder, named Charles Bennett, informed me that he had shipped on board a ship to run the blockade. Not liking the advance note, I applied to the broker's, Robert Gordon Coleman, No. 28 Clement's lane, Lombard street, respecting it. They satisfied me that it would be paid, and requested me to procure eleven seamen for the same ship, which, on the 26th of November, I supplied, and they went to the railway station, at London Bridge, to meet a person calling himself Captain Brown, whom I first met at the broker's, Robert Gordon Coleman, and tickets were purchased by the so-called Captain Brown, for Calais, for them, (the men,) with about twenty-eight to thirty others, on Friday evening, the 27th of November. The men I supplied were to receive £3 15s. per month, in a ship called the Scylla or Stella, (pro tem,) captain's name Anson, (pro tem.) The seamen, Joseph Murray and Thomas Kelley, were two of the eleven; Charles Bennett, named above, is still on board. The men were shipped to join the ship in the Downs for a voyage to Jamaica.

WILLIAM WYNN.

Sworn at my office, No. 5 White Hart Court, Lombard street, in the city of London, this 2d day of December, 1863, before me.

JOHN J. ANDREW,

A London Commissioner to Administer Oaths in Chancery.

Deposition of Joseph Murray and Thomas Kelly.

We, Joseph Murray, at present residing at Mr. W. Wynn's, 22 Lower Berner's street, Commercial Road East, and Thomas Kelly, at present residing at Mr. Waters's, 13 Ellen street, back Church lane, do hereby truly, sincerely, and solemnly swear, that we were taken on Thursday, the 28th of November last, by Mr. Wynn, to No. 28 Clement's lane, and there introduced to a gentleman called Captain Brown, who engaged us for a ship lying in the Downs, named Scylla or Stella, for a voyage to St. Thomas or Jamaica, for twelve months, at £3 15s. a month; but it was understood that, after we were on board, a new arrangement was to be made, and articles signed. We were told that the ship was an English ship going to run the blockade. On Friday evening, the 27th instant, we went to the railway station, London Bridge, and were sent to Dover, with others, about forty in all. Upon arrival at Dover the so-called Captain Brown, and a gentleman called the owner, sent us to an hotel, and in the morning of the 28th of November we went to Calais in the packet. Upon arrival at Calais we went on board a ship then called the Rappahannock, and we were called aft, and the captain on board said that he was surprised that they (the men) should have been sent down, as he would not be ready for a fortnight, and that he had ordered Captain Brown to send him down one hundred able-bodied men, and that he did not wish that the men should come on board in the harbor, but had intended to have taken them off the packet before she had arrived, and that the ship was not in a condition to receive the crew, as the ship was undergoing repairs before going to sea. The captain on

board in command, when he called us aft the first time, said to us: "Now you men know what you are engaged to do. You are now on your own hook, and whatever plunder you can make at sea the better for you. You are now going privateering, the same as the Alabama and the Florida. You men are going to fight for money, and I am going to fight for glory." Words to this effect were repeated several times. As he saw that most of us were discontented, we objected to stay by her, and he said, he (the captain) only wished that he had us at sea, and he would show us what discontent was. After several conversations, the master said he would not take the discontented ones, and that all that wished to leave might go. This was on Monday last, the 30th of November, and at 2 a. m., the 1st of December, twenty-one of us were sent back to London.

JOSEPH MURRAY.

THOMAS ^{his} + KELLY.
mark.

Witness to the mark of Thomas Kelly—
JOSHUA NUNN.

Sworn by the deponent, Joseph Murray, at my office, No. 5 White Hart Court, Lombard street, in the city of London, this 2d day of December, 1863, before me.

JOHN J. ANDREW,
A London Commissioner to Administer Oaths in Chancery.

Sworn by the deponent, Thomas Kelly, at No. 5 White Hart Court, Lombard street, in the city of London, this 2d day of December, 1863, the witness to the mark of the deponent being first sworn that he had truly, distinctly, and audibly read over the contents of the above affidavit to the said deponent, and that he saw him make his mark thereto; before me.

JOHN J. ANDREW,
A London Commissioner to Administer Oaths in Chancery.

Affidavit of Henry Barraclough.

I, Henry Barraclough, of King's Head alley, Sheerness, fireman and boiler-maker, late in her Majesty's dock yard, Sheerness, do hereby solemnly swear, that about two months since I and others heard hands were wanted for the Scylla, of London, late her Majesty's steamer Victor. I went to Mr. Rumble, the chief inspector of machinery afloat. He promised to speak for me to the mate of the Scylla, Mr. Ramsey. I saw Mr. Ramsey near the Fountain Hotel last Tuesday week in the morning; he said to me, "Mr. Rumble has been speaking to me about you," and said, "if you come on board at one o'clock this afternoon I will ship you." I did go on board, and he said, "Here you are, my lad;" I said "Yes," and he said, "I will ship you as a fireman at £8 per month for the trial trip, which is not to exceed fourteen days; but it may be only three days, and I will send you home at the owner's expense to Sheerness in case you do not like to ship for voyage, or our articles." I said, "Very well;" and he told me to go forward and tell the cook to give me anything to eat there was on board. I remained on board until I landed in Calais on Friday last. There were hammocks, blankets, and bedding

provided for the crew. On Tuesday week night we left about midnight. The Scylla was anchored off Westminster. The mate gave the order to weigh anchor, which was done. Mr. Rees, the master rigger, was on board, but he left in the tug when we had been about three hours at sea; therefore he did not go to Calais with us. I have received all the money due me, am satisfied with the treatment I received. When I was called (on board by the captain) aft to sign articles, he told us all that the ship was a confederate man-of-war; that the same rules would be observed as in any other regular man-of-war, but the lash would not be used.

In my opinion she is as good a ship as any I ever worked upon in her Majesty's service, but the boilers are out of repair. The riggers on board were working in the dock yard, and had leave of absence, which was sanctioned by the captain of the yard. The ship left Sheerness very suddenly, and no guns or munitions of war were received on board in the Downs.

HENRY BARRACLOUGH.

Sworn at my office, No. 5 White Hart Court, Lombard street, in the city of London, this 3d day of December, 1863, before me.

JOHN J. ANDREW,

A London Commissioner to Administer Oaths, &c.

Deposition of James Tucker.

I, James Tucker, of King's Head alley, Sheerness, do solemnly swear that I was present with Henry Barraclough during the whole time he remained on board the steamship Scylla, late her Majesty's steamer Victor, and I do hereby swear to the truth of the above affidavit of Henry Barraclough in every particular. I am well satisfied with the treatment I received; have been paid; and have no objection to go in the ship.

JAMES TUCKER.

Sworn at my office, No. 5 White Hart Court, Lombard street, in the city of London, this 3d day of December, 1863, before me.

JOHN J. ANDREW,

A London Commissioner to Administer Oaths, &c.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *December 5, 1863.*

SIR: I have the honor to acknowledge the receipt of your letter of this day's date, transmitting copies of depositions relative to the fitting out of the steamer Victor, otherwise Rappahannock, at Sheerness; and I have to state to you that the same shall be considered by her Majesty's government.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Mr. Seward.

No. 558.]

LEGATION OF THE UNITED STATES,
London, December 17, 1863.

SIR; I continue to send to Lord Russell such papers as are furnished to me, showing the character of the singular proceeding at Sheerness. I have now to transmit copies of my notes of the 12th and the 16th, with their inclosures. I have very little doubt of the complicity of the higher authorities in the dock yard, as well in the outfit as in the escape of the Victor.

I have likewise sent to Mr. Dayton copies of the papers inclosed in those notes. They serve to show the equivocal character of the steamer, which the French government seems rather precipitately to have recognized.

I likewise transmit a copy of a note received from Lord Russell last evening, in reply to mine of the 28th ultimo, and of the 5th instant. I have reason to believe that some rather stringent action is in contemplation against these rebel enterprises, but I have no idea what it is to be.

I learn that the whole of the cargo of one of the vessels reported to have been destroyed by the Alabama in the east is British property, and insured in London for fifteen thousand pounds.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, December 12, 1863.

MY LORD: I have the honor to transmit the copy of another deposition, furnished to me by Mr. Morse, the consul of the United States at London, going to show the nature of the proceedings that have taken place at Sheerness, in connection with the sale of her Majesty's steamship Victor.

I pray your lordship to accept the assurances of the highest consideration with which I have the honor to be, my lord, your most obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Deposition of Richard Spendiff.

I, Richard Spendiff, of Brightman's Court, Mile Town, Sheerness, do hereby, truly, sincerely, and solemnly swear that I am a laborer, and on Tuesday, the 24th November last, in company with a man named Maloney, went to see Mr. Rumble, (having previously seen him about going to work on board the Scylla,) and got a note from him (Mr. Rumble) to an officer on board. I went on board the Scylla, late her Majesty's

steamship Victor, in Sheerness harbor, and saw the captain, a person who acted as agent, and Mr. Rumble, in the cabin. They offered me and others £6 for the trial trip, which we refused. Mr. Rumble said he thought it was quite enough; but we wanted £8. This they agreed to give each of us, and £1 5s. 6d. cash to pay our fares home. We then signed an agreement to go, I as leading stoker. We did not expect to go for some days, but in consequence of something that occurred we went to sea that night, and arrived at Calais Wednesday night, and went into harbor the next day, Thursday, the 26th November. Soon after we left Sheerness the ship's name was painted out of her stern. Her Majesty's steamship Victor, while in ordinary, used to lie at her moorings on the west shore, Sheerness harbor. After she was sold she went into the basin in the dock yard, and was calked all over except her lower deck. This took about ten days. She then went back to her old moorings, and remained several days; then she went alongside her Majesty's ship Cumberland, and on Saturday, the 21st November, had her lower masts put in from off that ship, (the Cumberland.) She went to another part of the harbor off a place called Westminster. This was more convenient for the dock yard men to go to and fro. Some of her stores, rigging, provisions, &c., were put on board from sailing barks from London, as well as her coals, one hundred and fifty tons, or thereabouts, which we stowed in her bunkers. The water (two casks) was put on board from the dock yard sailing tank about 1 or 2 o'clock in the afternoon, as we sailed at night. The Victor, or Scylla, had six boilers. Only five of them could be used when we left, and on the run two others broke down, so that we had three useless, viz., the high and low port, and the high starboard boiler. When we left her the only boilers in working order was the fighting ones. The magazine was in good condition, having been repaired since she was sold. The eyebolts to work her broadside guns were in. Her lower masts were not wedged after having been put in from the Cumberland; her standing rigging was on and set up, but not ratted down. She had no sails bent when she left the port of Sheerness. She had about eight riggers from the dock yard at work on her rigging. These men continued to work on her rigging during her run to and after her arrival at Calais. Mr. Rees, the master rigger of Sheerness dock yard, was on board when we left Sheerness, but returned in the tug. When she left Sheerness she was prepared to sling hammocks for about one hundred and fifty men, the hammock hooks being in their places and the hammocks on board. The bedding for the same number of hammocks, with blankets, and remaining part of her stores, was put on board from the tug-boat that towed her to sea, after leaving Sheerness, coming alongside for that purpose. There was no water on board for a voyage, only the two casks before named. When we left Sheerness I consider (with my experience of seventeen years in the navy) she was not in a fit state to go to sea. When we arrived at Calais a new captain came on board, who told us he had been chief mate of the Alabama. He ordered all hands up and asked us if we would enter the confederate service. He said he would give each a bounty of £10, besides £3 per month, if we would sign articles for twelve months. He said the ship was a confederate man-of-war. She was to have eight guns and was to go to the Downs, and then to the north of Ireland, but that we might have to fight the American cruisers, as there were three of them outside the harbor waiting to catch us, and we should have to fight or run. He said his ship, the Rappahannock, was to cruise the same as the Alabama and Florida, and that we were to cruise for prize money. On the 1st December eight boiler-makers went over to Calais

from the dock yard to work on board the ship. There were some men working on board the Scylla as stokers before I joined her. They came from Woolwich. I do not know their names.

RICHARD ^{his} + SPENDIFF.
mark.

Witness to the mark of Richard Spendiff:
JOSHUA NUNN.

Sworn by the deponent, Richard Spendiff, at my office, No. 11 Birchen lane, in the city of London, this 8th day of December, 1863, the witness to the mark of the deponent being first sworn that he had truly, distinctly, and audibly read over the contents of the above affidavit of the said deponent, and that he saw him make his mark thereto. Before me.

WM. MURRAY,
A London Commissioner to Administer Oaths in Chancery.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, December 16, 1863.

MY LORD: I have the honor to submit to your consideration a copy of an extract from a letter addressed to me by Mr. Morse, the consul of the United States at London, together with an official copy of a paper which appears to prove that the vessel which escaped from Sheerness the other day, and now goes under the name of the Rappahannock at Calais, is actually owned and held by Robert Gordon Coleman, a British subject, doing business at No. 28 Clement's lane.

I trust I need not point out to your lordship that this proceeding involves either a gross fraud, or a case of hostile equipment attempted by one of her Majesty's subjects. In either instance I cannot permit myself to doubt that her Majesty's government will take suitable measures to sustain the neutrality of the country against violation.

I pray your lordship to accept the assurances of the highest consideration with which I have the honor to be, my lord, your most obedient servant,

CHARLES FRANCIS ADAMS.
Right Hon. EARL RUSSELL, &c., &c., &c.

Mr. Morse to Mr. Adams.

[Extract.]

UNITED STATES CONSULATE,
London, December 15, 1863.

SIR: I herewith forward to you an official copy of the register of the privateer Scylla, or Rappahannock. You will notice that she stands this day registered at the proper department of the English revenue service as a British ship. There has been no legal transfer, and the legal ownership at 3 o'clock this day was in Robert Gordon Coleman,

No. 28 Clement's lane, London. So far, then, as the true ownership is shown by the papers required to make a legal transfer, she is a British privateer under the rebel flag.

English boiler-makers from Sheerness, and other mechanics, are still at work fitting her out, and seamen are almost daily sent to her from this country in small numbers at a time.

I remain, sir, your obedient servant,

F. H. MORSE, *Consul*.

Hon. CHARLES FRANCIS ADAMS,
United States Minister at London.

FORM No. 219.

Copy register for transmission to chief registrar of shipping.

Official No. of ship.....	48554.	Name of ship, Scylla.				
Port No. 448.	Port of registry, London.	British or foreign built—British.				
Whether a sailing or steam-ship; if steam, how propelled.	<table border="0"> <tr> <td>steam.</td> <td>Where built—in the river Thames, for H.M. government.</td> </tr> <tr> <td>screw.</td> <td></td> </tr> </table>	steam.	Where built—in the river Thames, for H.M. government.	screw.		When built, 1857.
steam.	Where built—in the river Thames, for H.M. government.					
screw.						
No., date, and port of previous registry, (if any.)						
No. of decks.....	one.	Build..... carvel.				
No. of masts.....	three.	Gallery..... none.				
Rigged.....	bark.	Head..... woman figure.				
Stern.....	square.	Framework..... wood.				

Tonnage.

Tonnage under tonnage deck	No. of tons.
Closed-in spaces above the tonnage deck, if any, viz: space or spaces between decks.	529.11
Poop.	
Round-house.	
Other inclosed spaces, (if any,) naming them.	529.11
Deduct allowance for propelling power.....	296.56
Register tonnage	232.55

Measurements.

Length from the fore part of the stem, under the bowsprit, to the aft side of the head of the stern-post, 192 feet 7-10ths.

Main breadth to outside of plank, 29 feet 6-10ths.

Depth in hold from tonnage deck to ceiling, at midships, 14 feet 1-10th.

Additional particulars for steamers.

Deduction for space required for propelling power.....	Tons.
Length of engine-room, (if measured,) 73 feet 4-10ths.	296.56
No. of engines, 2.	
Combined power, estimated horse-power, 350.	

Names, residence, and description of the owners, and number of sixty-fourth shares held by each owner.

Robert Gordon Coleman, of 28 Clement's lane, in the city of London, merchant, 64 shares.

Dated November 6, 1863.

EDWARD SHEPPARD, *Registrar.*

N. B.—To be addressed in an envelope to the chief registrar of shipping, custom-house, London.

1 Rm. 3 | 63—H. & S. 592.

No. 219.—*Copy of register for transmission to chief registrar of shipping.*

References to transactions.

Changes of masters.

(Issued December 17, 1863.)

I hereby certify the foregoing copy of certificate of registry to be a true copy.

H. MAYO, *Registrar General.*

GENERAL REGISTER AND RECORD OFFICE OF
SEAMEN AND SHIPPING, *London, December 17, 1863.*

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *December 16, 1863.*

SIR: The circumstances connected with the sale and subsequent removal from Sheerness of the vessel now called the Rappahannock, but formerly her Majesty's gun-vessel Victor, to which you called my attention in your letters of the 28th of November and 5th of December, have engaged the serious attention of her Majesty's government, and I have the honor to inform you that her Majesty's government are fully determined to take such steps as may legally be within their power to put in force the laws of this country against any persons who in this matter may appear to have transgressed them.

As regards the other vessels which, in your letter of the 28th of November, you state that you have reason to believe may be charged with the materials for the armament, and possibly with a portion of the crew of the Rappahannock, I have the honor to state to you that the collector of customs at Plymouth has reported that the Agrippina, which arrived at that port wind-bound on the 20th of November, sailed again on the following morning for Bermuda, having not shipped at Plymouth either cargo, crew, or passengers, and with her hatches battened down and her boats stowed away in the usual manner for a long voyage.

The Harriet Pinckney, whose destination was also Bermuda, put into Plymouth under stress of weather on the 21st of November, and has been obliged to discharge her cargo there in order to obtain necessary repairs, the completion of which will probably require considerable time.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Mr. Seward.

No. 563.]

LEGATION OF THE UNITED STATES,
London, December 24, 1863.

SIR: Mr. Morse, the consul at this place, has just furnished me with a number of depositions in regard to the proceedings at Sheerness in the case of the *Scylla*, *alias* Victor, *alias* Rappahannock. I thought them so strong that I immediately transmitted them to Lord Russell, with a note. Copies of these papers are subjoined.

I have the honor to be, sir, your obedient servant,
CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, December 23, 1863.

MY LORD: I have the honor to submit to your consideration a copy of a letter received from Mr. Morse, the consul of the United States at this port, together with copies of seven depositions of persons who testify to the proceedings connected with the outfit and departure of the steamer *Scylla*, Victor, or Rappahannock, from Sheerness, and her later condition at Calais.

It is with the most profound regret that I am forced to the conclusion that the entire movement has been conducted with the connivance and direct aid of many of her Majesty's officers stationed within the royal dock yard at Sheerness. The testimony in regard to the masts furnished from the Cumberland, the supply of water and some other stores, the aid of a government pilot, and the privity of many of the officers of the yard to the employment of the hands, appears to be very conclusive.

The agency of Mr. Coleman, a British subject, and the apparent owner of a vessel now pretending to claim the protection of the French government as a belligerent ship of war, seems also to require notice. Mr. Coleman is thus presented as a person carrying on war with the United States; or else he is making himself a party to a gross fraud upon the government of France, with the intent to violate the neutrality enjoined upon him by her Majesty's proclamation.

I have felt it my painful duty to bring to your lordship's notice these particulars of this most extraordinary case, not from any doubt of the determination of her Majesty's government, already signified to me, to do justice in the matter, but from a sense of an obligation to do everything within my power to contribute to the exposure of the offenders.

I pray your lordship to accept the assurances of the highest consideration with which I have the honor to be, my lord, your most obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Mr. Morse to Mr. Adams.

UNITED STATES CONSULATE,
London, December 22, 1863.

SIR: I herewith inclose affidavits of Enoch Cohen, George Hill, James Nunn, Charles Newton, James Maloney, William O'Kelly, and George Bailey, in the case of the privateer Victor, Scylla, or Rappahannock.

Permit me to call your attention to the date of the advance note given to Charles Bull, a seaman, and which was, some days after, paid by Robert Gordon Coleman, No. 28 Clement's lane, London, who appears by the record evidence to be the lawful owner of the privateer Rappahannock, now under the confederate flag. The Victor, or Scylla, escaped from Sheerness on the evening of the 24th of November. The note was given when the man Bull was shipped, on the 25th of November, and was paid by Coleman on the 11th of December. So far as any recorded evidence shows ownership, the legal title to the rebel privateer Rappahannock is still in R. G. Coleman, a London merchant. The papers herewith and previously sent to you prove that he has interested himself in supplying his corsair, now under the confederate flag, since she left Sheerness, and since she hoisted that flag, with a large number of seamen. Mr. Coleman's connection with the purchase, fitting, and manning of the Rappahannock is too clearly established to be called in question.

Should it be urged, as a reason for not making any effort to reclaim the Rappahannock as a piratical British ship under a foreign flag, or to prevent her from proceeding to sea as a privateer, that an English ship can be sold to foreigners without a cancelling of her register in this country, and that Mr. Coleman may have sold her since she left this country, we reply that so far as is known he is still the owner; that the legal record of ownership shows her *to-day* to be an English ship, and that it is incumbent on the authorities here to prevent her from piratical acts, or to show that all title to her has *legally* passed from citizens of this country to foreigners, and that she is now lawfully held by such foreigners.

It is a question of some interest to know how, in the present state of European law in reference to privateers, a rebel cruiser can commence her piratical career from a European port, with papers that will be respected, or rather that ought to be respected, by the maritime powers of Europe. Who has authority to issue such papers, and to claim for them the acknowledgment and respect of maritime states?

I would also respectfully ask your attention to the date of the engagement with the boiler-makers, at the Sheerness dock yard, by Engineer Rumble, and Mr. Bagshaw, a foreman in the boiler department, in which transaction Mr. Greathead, a chief engineer in the royal navy, also participated, as paymaster to the families of the men at Sheerness, in the absence of Mr. Rumble. The engagement of these boiler-makers, to go to Calais to repair the boilers of the privateer Rappahannock, was five or six days after that steamer left Sheerness, and some four days after her arrival at the port of Calais, in France, under the rebel flag, and after she had been announced in the newspapers of England as a rebel privateer escaped from an English port.

Very sincerely, your obedient servant,

F. H. MORSE, *Consul.*

Hon. C. F. ADAMS,
United States Minister, &c.

Advance note.

£3 15s.

LONDON, November 25, 1863.

Three days after the ship S. S. Stella, *pro tem.*, leaves Downs, pay to the order of Charles Bull (provided he sails in the said ship, and is duly earning his wages according to his agreement) the sum of three pounds fifteen shillings, being one month's advance of wages.

THOMAS ANSON, *for Master.*

Messrs. GORDON & Co.

Payable at 28 Clement's lane, city.

The seaman must write his name on the back hereof; by this act he will understand he is conveying to another the value of the note. If he cannot write, his mark must be attested by a witness, not the discounteer of recipient.

N. B.—The seaman must join the ship at the time appointed, or a substitute will be engaged. Ship lying in or ————. Time to join ————.

Sold by J. Omer, 99 Meriones, London, Navigation Office.

Indorsed at back:

CHARLES ^{his} X BULL
mark.

Witness:

N. COHEN.

This is the paper writing referred to in the annexed affidavit of Enoch Cohen, sworn before me this 11th day of December, 1863.

JOHN CASTLE GANT,

*A London Commissioner, &c.**Affidavit of Enoch Cohen.*

I, Enoch Cohen, of No. 9 Palmer street, Spitalfields, do solemnly swear that the foregoing paper writing is a true and faithful copy of an original advance note, received by me from N. Cohen, tailor and outfitter, of Wells street, Well Close Square, to collect, the said note having been given to Charles Bull, able seaman, as advance for wages to be earned on board the steamship Stella, or Scylla, or Rappahannock, then lying at Calais. I had two other advance notes from seamen named John Dewslip, A. B., and Abraham Butler, boy, which were given them at a public house in Royal Mint street. I received the money for the last two notes at the office of Mr. Robert Gordon Coleman, 28 Clement's lane, and Charles Bull's note was paid me at Mr. Pearson's office, No. 9 Clement's lane, by a Mr. Daley.

ENOCH COHEN.

Sworn at my office, No. 57 Nicholas lane, in the city of London, this 11th day of December, 1863, before me.

JOHN CASTLE GANT,

*A London Commissioner, &c.**Affidavit of George Hill.*

I, George Hill, of Hythe, Kent, sailmaker, late of her Majesty's steam frigate Emerald, having been paid off from that ship about two months

since, do solemnly swear that in the beginning of November last, upon applying to Mr. Rumble, her Majesty's inspector of machinery afloat at Sheerness, for a ship, he sent me on board the screw steamer Scylla, late her Majesty's screw steamer Victor, to work as sailmaker. I remained on board until the 24th of November, on the night of which day the ship suddenly left for Calais. Upon arriving there, another captain took command, and wanted me to sign articles, at £10 per month, in her. I was then told that she was a confederate man-of-war, and was to have had £10 bounty. I refused to serve in her, and received £3 only, with which to return to London. Several of the men who joined her in Calais signed articles there, after knowing what she was. When I joined her she had no masts in her. They were afterwards put in by her Majesty's ship Cumberland. The Scylla was but one-quarter rigged, and not in a fit state to go to sea, her rigging not being rattled down.

GEORGE HILL.

Sworn 12th day of December, 1863, before me.

JOHN CASTLE GANT,
A London Commissioner, &c.

Affidavit of James Nunn.

I, James Nunn, lately residing at No. 2 Union Row, Sheerness, able seaman, do solemnly and truly swear that on October last, while at work in Sheerness dock yard, I was asked by Mr. Rumble, her Majesty's inspector of machinery afloat at Sheerness, to join the screw steamer Scylla, of London, and go to work upon her at once. He told me she was a merchant ship, and was to be fitted up for the China opium trade. I went to work on her, at his recommendation. She was under the command of Captain Ramsay. On the 24th of November, at night, she suddenly left her port, and on the following day put into Calais harbor. Captain Campbell then took command, and I was told by him that she was a confederate man-of-war, and he asked me to join, but I refused. Before I left the ship forty men came from London to join her, but they all refused to sign articles with the exception of seven, who remained on board and signed articles there. I received only £2 10s. for my month's work, and had to pay my carriage back to this port, and Captain Campbell detained my discharge. I am now destitute, and cannot obtain a ship in consequence of his detaining my discharge. While I was on board she was taken to No. 3 dock, Sheerness dock yard. She had her bottom scribed, and the copper repaired, her topsides calked and painted.

JAMES NUNN.

Sworn, &c., 12th December, before me.

JOHN CASTLE GANT,
A London Commissioner, &c.

Affidavit of Charles Newton.

I, Charles Newton, of Sheerness, do hereby truly, solemnly, and sincerely swear that I went to work on board the screw steamer Scylla, late her Majesty's screw steamer Victor, at Sheerness, about the middle of November, having been engaged by Mr. Howe, who paid me for working on board 3s. 6d. per day. On the 24th November I went on the ship at 6 o'clock in the evening with a Trinity pilot, and commenced getting the

wheel ready and other preparations for going to sea. At about 7½ o'clock Mr. Reuben Harvey, the government pilot, came on board and took command of the ship. In the night she left Sheerness in tow of a tug-boat. *I was at the wheel*, and received orders from Mr. Harvey; about a mile and a half below the Nore the ship was brought up, and laid there till morning; then got under way and proceeded to Calais. I staid by her until the following Wednesday. Mr. Ramsay wanted me to sign articles, but I refused. The wages were too low, and I did not like the first lieutenant. I knew she was a confederate man-of-war when I was asked to sign articles, as the confederate colors were sent up just before we entered Calais harbor. I did not know which service she was for when I joined her, having been told and heard it talked about that she was for the opium trade or confederate service. When I was asked to sign articles we were all told that the steamer was a confederate man-of-war, and that we should receive prize money as soon as we had taken the prizes. The captain said we were to fight for money, and he was going to fight for his country and his home. I then received £3 0s. 6d. in the cabin, in the presence of Mr. Rumble and Mrs. Rumble, and left the ship. When I first went on board the water police were upon the ship, and some new government warps and other stores were on board. Mr. Rees, the master rigger of Sheerness dock yard, went in the boat with me, and some riggers were at work on board from the dock yard. Mr. Rees had with him a black bag, with some stripped blocks. These warps and blocks were on board when I left the ship at Calais. The vessel was not completely rigged. Her masts had been put in from the Cumberland, but the rigging was not rattled down. Hammocks were on board in bales, and four boats were received on board from the tug-boat. Before we left Sheerness her shell-room and magazines were up and in good condition.

CHARLES NEWTON.

Sworn, &c., 21st December, 1863, before

JOHN J. ANDREW,
A London Commissioner.

Affidavit of James Maloney.

I, James Maloney, of Sheerness, fireman, do hereby solemnly and truly swear that I went to work on board the screw steamer *Scylla*, late her Majesty's screw steamer *Victor*, about the 10th November, having been engaged by Mr. Rumble, at one guinea per week and my food. The wages were paid to me regularly by Mr. Rumble, at his house, before the vessel started from Sheerness. I was working on board as fireman, and assisted in removing stores, &c., about decks until the day before we left, when I commenced working in the engine-room. On the 24th November a gentleman, who had arrived from London, came on board. We were suddenly ordered away, and left Sheerness that night, the vessel not being in a fit condition to go to sea, the boilers requiring new tubing, some of which had been put on board at Sheerness. The rigging was not rattled down; she had no sails bent, and everything was in disorder. A large number of new hammocks had been put on board. The magazine and shell-rooms were in good condition, but nothing had been completed fit for a sea-going ship. Eight riggers were working on board from the government dock yard when we left Sheerness. The *Scylla* was towed to the Nore, and anchored a little below until the morning; then steamed to Calais harbor. The riggers remained

on board two days after her arrival at Calais, and some boiler-makers were sent from Sheerness dock yard to work on board. They took their orders from Mr. Rumble, who was inspecting the machinery there. He came over with his wife for that purpose, I should think. I was called aft, with all hands on board, by the captain upon the second day after we arrived at Calais, who wanted us to sign articles. He read the articles, and stated that the ship was a confederate man-of-war, and that we were to fight for prize money, and that he could fight for love of country. I refused going, as the wages were not satisfactory. Mr. Ramsay had promised us in Sheerness £8 per month, but the captain only offered £6 2s. 6d. I did not want to go in her at all after finding what employment we were wanted for. I then received £2 2s. 6d. and left the ship. As I was going on board the steamboat to return to England Mr. Rumble met me on the pier, and told me to return to the Scylla and go to work with the boiler-makers, which I did at his request, and worked for fourteen days. I was only paid for eight days' work. When I left the ship the boiler-makers from the dock yard were discharged, and Mr. Rennie's men went to work, Mr. Rennie having taken a contract to complete the boilers and machinery and fit her for sea service.

JAMES + MALONEY.
his
mark.

Witness to the mark of James Maloney:
JOSHUA NUNN.

Sworn by the deponent, James Maloney, at No. 5 White Hart court, Lombard street, London, the 21st December, 1863, the witness to the mark of the deponent being first sworn, &c., &c., before me.

J. J. ANDREW, *Commissioner, &c.*

Affidavit of William O'Kelly.

I, William O'Kelly, of 41 Smith street, Mile End, London, do truly and solemnly swear that on the 24th November last I went to Sheerness to make inquiries about a voyage, hearing that Mr. Rumble, inspector of machinery afloat of her Majesty's dock yard, Sheerness, was engaging a crew for a steamer called the Scylla, formerly her Majesty's screw steamer Victor. I arrived at Sheerness at 9½ p. m. I heard the steamer was in port, but not ready for sea, and that she wanted hands. Early next morning I found that she had gone in the night, having left in great haste, and in an incomplete state, soon after midnight. Not believing she had gone in that condition, as she was not fitted for sea, I saw Mr. Rumble about 8 o'clock a. m., and told him that hearing men were wanted for the Scylla, I had come down to make inquiries for a number of seamen who were in want of a ship. He said, you are too late, for the ship has gone, but that she still wanted about twenty men, and that if I would call at Mr. Coleman's, No. 9 Clement's lane, London, the next morning, Thursday, 26th November, I could learn more particulars about it, and perhaps meet him there. I went to No. 9 Clement's lane, according to appointment, but did not see Mr. Coleman or Mr. Rumble. On Saturday, 28th November, I called again at No. 9 Clement's lane, but found, instead of Mr. Coleman, a Mr. Pearson. I told him that I had called to see Mr. Rumble by appointment, but had been unable to find him, or the place, as he gave me the name of Coleman, at whose office I was to call. Mr. Pearson said, Mr. Rumble is here now; would you like to see him? I replied yes, and Mr. Rumble came out from an

inner office. I told him I had come respecting the men I spoke to him at Sheerness about. He asked me if I could get some good men, as he should like the best going, but would not like to give an order at present. I said I would call again in a few days, and on Thursday, 1st December, I went again to No. 9 Clement's lane, and saw Mr. Rumble. He informed me he had nothing to do with the ship now; and said she had been bought by Mr. Pearson, but belonged to Mr. Coleman, as Mr. Pearson was a bankrupt, and unable to purchase at present, and that Mr. Coleman and Mr. Pearson were brothers-in-law. After some further conversation respecting the crew, I asked him where the captain was to be found. (Mr. Rumble had told me that he had nothing further to do with her, and that Captain Campbell had command now.) He answered in Calais, and advised me to go there and see him myself. I started same night by train at 8.35 p. m., and arrived at Calais at 1 a. m. on the 2d December. At daylight I went down to the pier, and spoke with one of the men who had been brought from London to join the Scylla the night before, and afterwards spoke with one of the men from Woolwich, who came to join her, but in consequence of discovering what she was, had left her, as nearly all had done. He informed me that all the Woolwich men had been engaged by Mr. Rumble. Others of the crew then came up and said they would not go in the ship, as the first lieutenant had been on the lower deck, discharging his revolver with blank and ball cartridges, and swearing that he would shoot the first man that attempted to leave the ship; and all appeared much disgusted with the treatment they received. I then went to the ship, and on the pier met Mr. Rumble and the chief mate, Mr. Ramsay. Mr. Rumble wanted to know what brought me to Calais. I repeated his recommendation, and he then said Mr. Ramsay had caused him all the trouble with the crew. Mr. Rumble then took me to Meurice's Hotel, and I saw Captain Campbell, who asked my business. I informed him that by Mr. Rumble's advice I had come to see if he wanted a crew. He said he should not require a crew for six weeks, but afterwards gave me to understand I should do the business. I thanked him and left the court yard, and was joined by Mr. Rumble. In the course of conversation Mr. Rumble said, Now this is a money-making job, and we must work together, and share the profits, to which I agreed; and before he left he gave me a sovereign to help me, and as an earnest of his intentions, and he desired me to meet him at Mr. Pearson's office on Saturday, the 5th December. I went, and after waiting about nearly all day did not see him, neither have I seen him since. Before leaving Calais Mr. Rumble said he should want me to supply about forty men. I have not been able to see Mr. Rumble since, having been confined to my house by illness.

WILLIAM O'KELLY.

Sworn at my office, at No. 5 White Hart court, Lombard street, in the city of London, this 21st day of December, 1863, before me.

JOHN J. ANDREW,

A London Commissioner to administer Oaths in Chancery.

Affidavit of George Bailey.

I, George Bailey, of Sheerness, do hereby solemnly and truly swear that on Monday, the 30th November, I, with Thomas Gifford, William Barber, William Mitchell, James Morley, Joseph Govel, William Ellis,

and Joseph Williams, arranged with Mr. Bagshaw, the leading hand of the boiler-makers afloat, to go to Calais and work on board the screw steamer Rappahannock, late her Majesty's screw steamer Victor. We went with him to Mr. Rumble's house. He went in, and we waited outside. He brought out with him three five-pound notes to pay our expenses to Calais. We thought that not enough, but Mr. Bagshaw said he had asked Mr. Rumble for more, but could not obtain it. He said, however, that those who wished to leave a note of hand for their wives to receive might do so, and that Mr. Greathead, a chief engineer in the royal navy, would pay them £2 each on the following Friday. Gifford, Mitchell, and myself left orders for our wives. We were told that the job would take from ten to twelve days to complete. We applied for leave of absence for fourteen days to Mr. Baffey, the leading man in the boiler-shops, who inquired where we were going, and was told we were going to Calais to repair the boilers of the Rappahannock. He said, "I cannot let eight of the best men in the shop go away on leave for so long a time, as I have so much work on hand here, which I must get done before a certain day;" but that he would see Captain Wise, the superintendent of the dock yard about it. Captain Wise said, If they go, they must go on their own account. No objection was made to our going, and we received no advice to stay away. We thought as Mr. Rumble and Mr. Bagshaw had the job in hand it would be all right when we got back, as they had promised to get us leave of absence. If I had thought that my leaving for Calais would have endangered my place in the dock yard, I should not have gone. We went the next day, the 1st of December, to Calais, accompanied by Mr. Rumble. Upon arrival, we went on board the Rappahannock, and Mr. Ferguson, the chief engineer, showed us our work. There were no tools to work with on board, but we were informed that some would come. The next day a gentleman brought some steel drifts on board. That is all the tools I saw. I found that there were at least one thousand four hundred tubes to be put in, the old ones were not drawn from the boilers. We began to draw them at once, and I knew that it would take at least two months to fit the tubes as they were fitted before, or not less than six weeks, in the quickest and least expensive manner, so that they would answer, provided all the boilers were new tubed, as the chief engineer had desired; but she could be got to sea in a less time if only a part of the boilers were new tubed. Not feeling sure or comfortable, after staying four days, I left Calais for Sheerness, as I thought it better to return to my former work. When I arrived at Dover, I found Mr. Rumble had returned by the same boat. He sent for me and asked my reason for leaving Calais, and wished me to return, offering me £10 to do so. I asked him what he had done about our leave. He said he knew nothing about that, but that it would be all right. I refused his offer, and said I would not go back until I had first been home. On arriving at Sheerness, I applied to our leading man, Mr. Baffey, to return to work. He informed me that I and the seven men that went with me to Calais were all discharged, by order from the admiralty, as we had been away without leave, and that we could not be readmitted. I found that Mr. Greathead had sent my wife the £2, as promised. Mr. Henry Elmer, the third engineer, returned on Friday, the 11th of December, and he has since told me that he had left the Rappahannock because they wanted to humbug him respecting the pay. Mr. Carr, the second engineer, has also left. I have seen him since his return. It would have taken the eight men at least two months to complete the repairs on the Rappahannock, if they had been provided with

the best tools. As it was, they could not have done it at all. Other men came from Mr. Rennie's yard, London, and took the job out of the hands of the dock yard men.

GEORGE BAILEY.

Sworn at London, the 22d of December, 1863, before
JOHN J. ANDREW,
A Commissioner, &c.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *December 17, 1863.*

SIR: I have the honor to acknowledge the receipt of your letter of the 16th instant, inclosing further papers respecting the case of the Rappahannock, and I have to inform you that the same shall receive the consideration of her Majesty's government.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Seward to Mr. Adams.

No. 800.]

DEPARTMENT OF STATE,
Washington, January 4, 1864.

SIR: Your dispatch of the 17th ultimo, No. 558, respecting the late transaction at Sheerness, has been received, and is approved. It is to be hoped that the measures to be taken by her Majesty's government to which you refer may be effected.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Seward to Mr. Adams.

No. 808.]

DEPARTMENT OF STATE,
Washington, January 12, 1864.

SIR: Your dispatch of the 3d of December last (No. 547) has been received, together with the copy of the correspondence which, at that date, had taken place between yourself and Earl Russell on the subject of the Rappahannock. I have the pleasure of informing you that not only your proceedings mentioned in the dispatch, but also the views and suggestions therein contained, in regard to a just treatment of the case of the Rappahannock, and kindred subjects, are approved by the President.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Seward to Mr. Adams.

No. 813.]

DEPARTMENT OF STATE,
Washington, January 14, 1864.

SIR: Your dispatch of December 24 (No. 563) has been received, together with its voluminous and effective supplement of proofs of the abuse of the British and international laws in the case of the Rappahannock. The President does not permit himself to doubt that her Majesty's government will promptly apply in that case the remedies which are within its power. Unfortunately the special remedies in single cases must necessarily fail to remove an evil that has its source in a general policy that is radically erroneous and anomalous.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Mr. Seward.

[Extract.]

No. 576.]

LEGATION OF THE UNITED STATES,
London, January 15, 1864.

SIR: I have the honor to transmit copies of my note to Lord Russel, of the 9th instant, and of one to me from Mr. Morse, consul at London of the 6th, with four additional depositions in regard to the steamship Victor, and of his lordship's acknowledgment of the same.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, January 9, 1864.

MY LORD: I have the honor to submit to your consideration the copy of a letter from Mr. Morse, the consul of the United States at this port, together with copies of four depositions containing further evidence relating to the proceedings at Sheerness, in the case of the steamship Victor.

I pray your lordship to accept the assurances of the highest consideration with which I have the honor to be, my lord, your most obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Mr. Morse to Mr. Adams.

UNITED STATES CONSULATE,
London, January 6, 1864.

SIR: I herewith inclose four affidavits in the Rappahannock case. You will notice that two of them are given by *English sailors*, who were

engaged and signed an agreement of some sort in this port to serve on board the Rappahannock, while the mere form of placing their names to the articles was done at Calais, though the obligation to do so was made here. Please notice also that the French authorities at Calais are aiding the rebels by arresting seamen who leave the ship.

I am, sir, your obedient servant,

F. H. MORSE, *Consul*.

HON. CHARLES FRANCIS ADAMS, &c., &c., &c.

Deposition of George White.

I, George White, of Liverpool, leading stoker, do solemnly, sincerely, and truly swear that in November last I was sent for by a friend, who informed me that he had heard of a good thing, and one that would pay well, if I came to Sheerness. I went to Sheerness, and was introduced to Mr. Ramsey, who sent me to work on board the screw steamship Victor, then lying in the stream. While on board her name was altered to Scylla. I was told she was for blockade-running. After remaining on board about fourteen days, during which time her masts were put in by her Majesty's ship Cumberland, she suddenly left port. We had no notice of her leaving until two hours before she sailed. The fires were got up, and we were towed out of the harbor, and anchored just below the Nore light for the night. The next morning steamed for Calais, and went into the harbor and made fast alongside. Mr. Rumble and Mr. Ramsey introduced all the working hands on board the Scylla that left Sheerness, and none of them would have gone without such introduction. After arrival at Calais I, with J. Brooks and Maloney, was employed at work on board. At Sheerness engine-room stores were put on board while she lay in the stream; they consisted of gauge-cocks for the boilers, blocks, and other things, having the government mark upon them. These things we were ordered to bury under the coal, so that the police should not see them. Both Mr. Rumble and Mr. Ramsey ordered us to put them out of sight; they are on board the Rappahannock now. Some deserters from the ship Formidable are serving on board the Rappahannock, and some others whose discharge has been bought for them; they came from the Cumberland. Of these men about a dozen remain on board. Some are put in irons if they attempt to leave, and the French authorities arrest them, as they allow £4 for each returned deserter. Mr. Rennie's men are still engaged tubing the boilers. The ship will be completed and fit for sea by about Saturday week next.

GEORGE WHITE.

Sworn at my office, No. 5 White Hart Court, Lombard street, in the city of London, this first day of January, 1864, before me.

JOHN J. ANDREW,

A London Commissioner, &c.

Deposition of Andrew McEune.

I, Andrew McEune, of Liverpool, seaman, do hereby truly and solemnly and sincerely swear that on Tuesday, December —, I went to a public house in Sharp street, or Royal Mint street, and saw a Mr. Anson, who engaged me to join the Scylla, then lying in the Downs. I signed

an agreement for wages at the rate of £3 15s. per month. Two days after, I, with about thirty others, was taken by express train to Dover, and from thence to Calais; after arrival at Calais, we went on board the ship. After remaining two days, some of the men made a disturbance, and we were all sent ashore. The captain then came and picked some of us out, and the next morning I signed articles, and was to have had £10 bounty. Captain Campbell told me he would keep that in the strong chest for me. I have not received that yet. The articles we signed were "to join the confederate service; to receive prize money, which was to be paid down by the captain when the prizes were taken, and the wages were to be £4 8s. per month." They also promised us four shillings a day while in port, besides our bounty, and leave every Saturday night. This we did not get, and when we complained they threatened to put us in irons. One man was put in irons last Sunday, and remains so now. He wanted to leave.

Yesterday I got liberty and received ten francs. I then left the ship and went on board the steamer to return to England, finding I was not sure of my wages, and not liking the treatment I received on board. There are some men-of-war's men on board from the English service. Some deserted and two or three had their discharge paid for them. They are seaman gunners.

ANDREW McEUNE.

Sworn at my office, No. 5 White Hart Court, Lombard street, in the city of London, this 1st day of January, 1864, before me.

JOHN J. ANDREW,

A London Commissioner, &c.

Deposition of William Hewson.

I, William Hewson, of Plymouth, able seaman, do hereby solemnly, sincerely, and truly swear that on Tuesday, December—, I went to a public house in Sharp street, or Royal Mint street, and saw Mr. Anson, who shipped me for the screw steamship Scylla, of London, to run the blockade, at the rate of £3 15s. per month wages. I was taken from London by the train for Dover, and from thence to Calais. On arrival there I was not allowed on board the ship, which was at the pier, for two hours. I was then called aft, and Captain Campbell called several of us aft, and picked out the Englishmen, whom he thought were good men, about twelve in number. He promised me four shillings a day to assist to get the ship out, and that he would give me on the following Saturday £10 bounty. I signed articles at £4 8s. per month, which was to remain until I was rated as gunner's mate, and then I was to have higher wages, with prize money and other advantages. I staid by the ship, but did not get the bounty, and only ten francs during the five weeks I remained by her. Seeing how things were going to be, I made up my mind to leave. Suspecting my design, the first officer and second officer threatened me, and put a revolver to my mouth, and another to my eye. And I feel assured that they would have shot me had I attempted to leave. I was with another locked up in a water-closet for five days, and our food was brought to us there. It was not fit for a dog to be in. I at last got liberty for twenty-four hours, and received the ten francs named before, and immediately went on board the steamer and returned to Dover, from thence to London. There were nine or more men-of-war's men on board, nearly all of whom are deserters from Sheerness. They would

desert from the Rappahannock if they could get on shore, but they are refused leave.

WILLIAM HEWSON.

Sworn at my office, No. 5 White Hart Court, Lombard street, in the city of London, this 1st January, 1864, before me.

JOHN J. ANDREW,
A London Commissioner, &c., &c.

Deposition of Thomas Bryant.

I, Thomas Bryant, of London, fireman, do hereby truly, sincerely, and solemnly swear that on the 23d of December last I went to John Seymour's, Welclose square, and agreed with him to join the steamer lying at Calais, and signed a paper, so that if I went to the ship he would draw thirty-two dollars advance for me. I understood them as articles, and the wages were to be at the rate of thirty-two dollars per month; on Christmas morning, at two o'clock, I went to London bridge with my boarding-house keeper, and saw ten men go off to France by the Boulogne boat. While there I was told the name of the steamer at Calais was the Rappahannock, and that she was a confederate cruiser. After I heard that, I refused to go in her, and told Seymour so on the pier at London bridge, and I have not seen him since. Seymour knew I was an Englishman, and wanted me to sign as a Dutchman, which I declined.

THOMAS ^{his} X BRYANT.
_{mark.}

Witness to the sign or mark of Thomas Bryant:

JOSHUA MANN.

Sworn by the deponent, Thomas Bryant, at No. 5 White Hart Court, Lombard street, in the city of London, this 5th day of January, 1864, the witness to the mark of the deponent being first sworn that he had truly, distinctly, and audibly read over the contents of the above affidavit to the said deponent, and that he saw him make his mark thereto. Before me.

JOHN J. ANDREW,
A London Commissioner to Administer Oaths in Chancery.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *January 11, 1864.*

SIR: I have the honor to acknowledge the receipt of your letter of the 9th instant, inclosing copies of further depositions relative to the steamship Victor, otherwise Rappahannock, and I have to inform you that these papers have been communicated to the proper department of her Majesty's government.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Mr. Seward.

[Extract.]

No. 645.]

LEGATION OF THE UNITED STATES,
London, April 8, 1864.

SIR: * * *

I have likewise addressed a note to Lord Russell on the basis of two depositions forwarded from Liverpool by Mr. Dudley, further remonstrating against the enlistment of men by the insurgent agents at that place. Copies of these papers and of Lord Russell's acknowledgment are annexed.

I have the honor to be, sir, your obedient servant,
CHARLES FRANCIS ADAMS.

HON. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, April 5, 1864.

MY LORD: I have the honor to submit to your consideration copies of a letter from Mr. Dudley, consul of the United States at Liverpool, and of two depositions, showing the continued agency of the house of Jones & Co., British subjects, in enlistments and payment of British subjects in the service of the insurgents in the United States.

I pray your lordship to accept the assurances, &c., &c.,
CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Mr. Dudley to Mr. Adams.

UNITED STATES CONSULATE,
Liverpool, April 2, 1864.

SIR: You will find inclosed copies of two affidavits, one of Catharine Pratt, the other of Catharine Dow, wives of two of the men who were taken from Liverpool and enlisted on the confederate steamer Rappahannock, now at Calais. These affidavits show that the house of Jones & Co., 28 Chapel street, Liverpool, are implicated as well in enlisting the men for this vessel as they were for the steamer Japan, now called the Georgia.

The husbands of these women are now in Liverpool. They tell me Mr. Morse took their statements; hence I have not.

I am, sir, your obedient servant,

THOMAS H. DUDLEY.

HON. CHARLES FRANCIS ADAMS,
Minister of the United States.

Deposition of Catharine Pratt.

I Catharine Pratt, of Llewellyn street, Liverpool, in the county of Lancaster, make oath and say: I am the wife of John Pratt, of 9

Llewellyn street aforesaid, fireman. On the 7th February last my husband informed me that he was going to London to join a steamer bound for the West Indies, and on the following night he left Liverpool for London with Welsh, Cunningham, Buchanan, and others. I learned from the wife of one of the engineers who had gone with my husband that they had gone from London to Calais to join the steamer Rappahannock, and I wrote to my husband to let me know where he was going to, and I received a letter from him that he had joined the Rappahannock for twelve months, not to exceed two years, at £16 19s. 10d. a month, and had got one month's advance, and directing me to call at Jones & Co.'s office, Chapel street, Liverpool, where they would pay me the advance and the half pay. I called at Jones's office on the 28th of March last, in company with Mrs. Welsh and Mrs. Dow, and we saw the cashier, and Mrs. Dow told him that we had called for our half pay, when he referred to a roll of paper and said that our names were down, but that he could not pay us then, as he had not received orders from Paris, and directed us to call again on the 31st March. We called again on the 31st March, when we saw Mr. Jones, and told him that we had called for our pay, when he said that he had not received orders from Paris yet to pay us, and did not give us any definite answer when we were to call again for it.

The mark of

X

CATHARINE PRATT.

Sworn at Liverpool, in the county of Lancaster, the 2d day of April, 1864, this affidavit having, in my presence, been previously read over to the deponent, who appeared perfectly to understand the same, and made her mark thereto in my presence. Before me.

HENRY C. DUNCAN,

A Commissioner to Administer Oaths in the County.

Deposition of Catharine Dow.

I, Catharine Dow, of 5 Llewellyn street, Liverpool, in the county of Lancaster, make oath and say, as follows: I am the wife of John Dow, fireman. On the 7th February last my husband informed me that he was going to London to join a steamer bound for the West Indies, and on the following evening he left Liverpool for London, in company with Welsh, Cunningham, Buchanan, and others. Not having heard from my husband, I made inquiries of the wife of one of the engineers who had gone with him, who informed me that they had gone from London to Calais to join the steamer Rappahannock, and I wrote to my husband to let me know where he was going to, and received a reply informing me that he had joined the steamer Rappahannock for twelve months, not to exceed two years, at £6 19s. and 10d. a month, and had received one month's advance, and directed me to call at Jones & Co.'s office, Chapel street, Liverpool, where I would be paid. I called at Jones's office about the 28th of March, in company with Mrs. Welsh and Mrs. Pratt, when we saw the cashier, when we told him that we had called for our half pay, when he referred to a roll of paper and said that our names were down, but that he could not pay us then, as he had not received instructions from Paris to do so, and directed us to call again on the 31st of March. We called again, as directed, on Thursday last, the 31st

March, when we saw Mr. Jones, and told him that we had called for our husband's half pay, when he said he had not yet received orders from Paris to pay it. We then asked him when we should call again for it, but he did not give us any definite answer.

CATHARINE DOW.

Sworn at Liverpool aforesaid this 2d day of April, 1864, before me.

HENRY C. DUNCAN,
A Commissioner, &c., &c.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, April 6, 1864.

SIR: I have the honor to acknowledge the receipt of your note of yesterday's date, inclosing copies of a letter from the United States consul at Liverpool, and two affidavits relative to the part taken by Messrs. Jones & Co., of Liverpool, in enlisting men for the service of the so-styled Confederate States.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Mr. Seward.

[Extract.]

No. 672.]

LEGATION OF THE UNITED STATES,
London, April 28, 1864.

SIR: I now have the honor to transmit a copy of my note to Lord Russell of the 16th instant, referred to in my No. 667 of last week, and likewise copies of Mr. Morse's note to me, and of the twenty-one depositions alluded to in it. His lordship has sent me an acknowledgment dated the 18th instant, a copy of which is also sent.

The London Times of Tuesday, the 25th instant, contains a report of the preliminary judicial proceedings in the case of Mr. Rumble, to whom many of these depositions refer. I transmit a copy for your consideration. The charge of Judge Crompton seems to favor a just construction of the enlistment act. It is, nevertheless, rather doubtful whether Mr. Rumble, though unquestionably guilty of all and more than all that is charged, will be convicted.

* * * * *

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

[Dispatch No. 667, above referred to, is printed under "Enforcement of Neutrality," subdivision "Federal Recruiting in Ireland," Vol. II, p. 451. For report of trial of Mr. Rumble see Parliamentary and Judicial Appendix, No. 14.]

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, April 16, 1864.

MY LORD: I have the honor to transmit to you a copy of portions of a letter addressed to me by Mr. Morse, consul of the United States at this port, and likewise copies of depositions of twenty-one persons, mostly British subjects, who have been enlisted in the service of the insurgents at various places in this kingdom. The originals of all these papers have been submitted to my examination. I have reason to believe that these are but a small portion of the number who stand ready to attest to the truth of the same facts, if there were any need to multiply testimony to convince your lordship of what has been long notorious.

When I remember how promptly her Majesty's government has done me the honor to call for explanations in the only case in which any allegation of the kind, sustained by evidence, has been made against persons in the employment of the United States, I cannot but permit myself the hope that the exercise of similar energy may have some effect in putting a check on what is plainly a systematic plan by insurgent emissaries and their British allies to violate the neutrality of her Majesty's kingdom, to the injury of a country with which it is at peace.

I pray your lordship to accept the assurances of the highest consideration with which I have the honor to be, my lord, your most obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Mr. Morse to Mr. Adams.

[Extract.]

UNITED STATES CONSULATE,
London, April 12, 1864.

SIR: In addition to those heretofore forwarded to you, I herewith inclose the affidavits of twenty-one persons, seamen and firemen, nearly all of whom are British subjects, who engaged to go in and serve on board the rebel privateer Rappahannock, but who made their escape from her and returned to this port. They were all engaged in and sent from this country by persons residing in it, and who are probably citizens and subjects thereof.

Permit me to ask your special attention to a few of these affidavits, though all are of importance. That of Robert Sadd shows that he, an Englishman, was engaged by John Seymour, of London, to go to and serve on board the rebel steamer Rappahannock, and where and by whom his half pay was to be paid. It also shows the large number of English sailors who applied to Seymour for service on board the ship at Calais in one day. The affidavit of Joseph Sullivan proves that he, also an Englishman, was shipped or engaged to serve on board the rebel privateer Rappahannock, then and now in the port of Calais, France, by John Seymour, and that, at the time and place where he and eight other English subjects were engaged so to serve, there were four persons present who advised and aided Seymour in procuring men for the privateer Rappahannock. These four persons were probably, as Sullivan thought or knew,

officers from the Rappahannock, as such persons were known to be in London for the purpose of obtaining seamen and firemen for said vessel.

The affidavit signed by Edward Smith, Dennis Connell, and James Grace shows that they were shipped or engaged by Seymour. This affidavit has a copy of such an engagement as they made and signed at Seymour's attached. They are all British subjects, and went to Calais in partial fulfillment of their agreement, and saw the ship they, with others, were engaged for, the Rappahannock, but would not go on board, and returned to London.

The affidavit of James Graham and eight others of Liverpool, all firemen and British subjects, shows that he and the other eight were engaged and taken to Calais to the steamer Rappahannock by William A. Bradshaw and Joseph Buchanan, engineers of Liverpool, also British subjects, and were turned over to Captain William V. A. Campbell, the commander of the privateer Rappahannock. To Graham's affidavit is attached the original certificate of the appointment of Buchanan and Bradshaw as assistant engineers in the so-called Confederate States navy. To this affidavit is also attached a certificate of an allotment of monthly pay for the period of twenty-four months. The allotment of thirty dollars per month was to be paid to the family of Joseph Buchanan by Messrs. Jones & Co., of Liverpool. These certificates are all signed by William V. A. Campbell, the commander of the so-called Confederate States vessel of war Rappahannock.

Several of these affidavits show that confederate agents have engaged men for the rebel service in several of the maritime ports of Great Britain. I have other information which entirely satisfies me that such agents are now, and have for some time been, actively engaged in procuring and sending to continental ports English subjects for the rebel service, from all the principal maritime ports in this country. The seamen, firemen, &c., are sent away in small numbers at a time, from the several ports to some confederate vessel, in charge of shipping-masters, sailor boarding-house keepers, or other persons employed to engage them. It is plain that all the parties to these transactions have acted and are acting in open violation of the 2d section of the foreign enlistment act.

It is an established fact that the confederates have sent, and are *now* sending, British seamen, firemen, engineers, stewards, cooks, and other persons, to man the privateers recently repaired and fitted out in French ports, and I have reason to believe, and do believe, that they are not only collecting such persons to man privateers, or vessels to be used as such, especially one now about ready to leave the Clyde, which they expect soon to get out, but also that they are sending a surplus of men out on many blockade-runners, in the hope of securing them for service on the ships of war they are completing in some of the southern ports. They now have their agents and runners in most of the outposts of this country, especially those located on the English channel, collecting and engaging men for the rebel service, and sending them away very quietly, one or more at a time, as they can engage them, and as they can be got away without attracting unusual attention. Both the men engaged and leaving for such purposes, and the persons through whose instrumentality they are engaged or sent away, are in this respect acting in direct and open violation of the very letter of the 2d section of the foreign enlistment act, and for so acting are liable to the penalty of fine and imprisonment.

The sixth section of the foreign enlistment act forbids any master or owner of a vessel from knowingly taking, or engaging to take, on board,

as passengers or otherwise, any persons who are leaving any port of the British dominions, with the intention of entering into any foreign service, or who have engaged to enter such service against the provisions of said act; and any master or owner so offending is liable to a fine of fifty pounds for each person so taken on board, or engaged to be so taken: and the vessel may be seized and detained until the penalties are paid. There are but few steamers plying between these islands and the French coast not liable to seizure under this section, for nearly all have, at some time within the last four or five months, carried men from this country to some one of the rebel cruisers which have, within this time, been repaired and fitted in French ports. While this contraband passenger trade has been principally carried on by the boats running from London, Dover, and Folkestone to French ports, other lines and transient boats have not been neglected.

* * * * *

Your obedient servant,

F. H. MORSE, *Consul*.

Hon. CHARLES FRANCIS ADAMS,
United States Minister, &c., &c., &c.

Affidavit of Robert Sadd.

I, Robert Sadd, of Waltham Abbey, Essex, do hereby solemnly and truly swear that on Thursday morning last, 7th of April, I went to John Seymour's house, Wellclose square, hearing that he was engaging firemen. I saw him, and he told me to come at 3 o'clock, as he was going out. At 3 o'clock I, with about twenty or thirty others, all British subjects, went there, and as so many had been promised he could not engage me then. On the next morning, Friday, 8th April, I went again to Seymour's and saw him; I asked him if he had got all his firemen, or if he wanted more. He asked me if I had a discharge; I said yes. He said he wanted a new one. I told him I had two. He took both up to the city, or office, as he called it, with him. I do not know where he took them. I asked him how we were going to Calais. He said, as he must not be seen in it, his young man would pay our passage down, and he would pay him again. We asked what wages or advance we were to have. He said we were to have 4s. a day while working on board in dock until ready to go away, and then we were to have bounty-money and wages, and that would be paid by check at Liverpool, so that we could send it up to our friends. I was to meet him again between four and five o'clock yesterday afternoon. I went and saw him. He gave me back my two discharges, and said I should have to show them when I got to Calais, and that I was to be up at his place at ten o'clock this morning to go by the boat to Calais. I went to the boat, but from some remarks I heard while on the wharf would not go. I was not aware before of the ship's name, or the service we were required for; had I known of it when Seymour first spoke to me, I would not have promised to go at all. The ship proved to be the confederate steamer *Rappahan-nock*.

ROBERT SADD.

Sworn by the deponent, at my office, No. 37 Nicholas lane, in the city of London, this the 9th day of April, 1864, before me,

JOHN CASTLE GANT,
A London Commissioner, &c.

Affidavit of Joseph Sullivan.

I, Joseph Sullivan, of London, do solemnly swear that I was born in Bristol, England, and am by trade a fireman. On Tuesday night last (5th of April) I was coming up Ratcliff highway; I met John Seymour, shipping-master of Wellclose square. He asked me to drink; we went into the Cock and Neptune, corner of Neptune street and the highway. When there he asked me if I would get him twelve or fourteen men, as firemen, for a ship in Calais. I said I could, and he told me to get them, and said he would give me plenty of money in Calais, but none here in London. I went to John Seymour's house, in Wellclose square, with the following, myself as leading stoker: John Lacy, David Cornell, James Grace, Edward Smith, Peter Ryan, James Lacy, Bartholomew Walsh, Owen Driscoll, Samuel Theater, John Howell, and Thomas Day, stokers. He asked me for a discharge of each man; I took them all with me and gave them to him. He (Seymour) then took me to the parlor of the King's Arms, and I had an interview with four gentlemen. One of the gentlemen asked me if I could procure the men (meaning the firemen and seamen) that Seymour required, but they must be all British subjects, and that if I would I should be well rewarded when I got to Calais. He then asked me if the men were with us whose names were on the list; I answered they were, and produced the discharge of each man as his name was read by the gentleman or officer of the ship, and Seymour kept them. The four gentlemen whom I had an interview with I supposed to be officers belonging to the ship to which I was to be sent. I was then told to go to the bar and have what I liked to drink, and Seymour told me to come at eight o'clock at night and he would give me back the discharges. When I went to his house at eight o'clock, he called me into the parlor, and gave me back twelve discharges, and told me to pick six of them to go away on Friday morning, from London Bridge station, which I did. On Friday morning, 8th of April, at half past five o'clock, I, with five men, went to Seymour's house, and left at six o'clock for London Bridge station, arriving there at seven o'clock. While at the station waiting for Mr. Seymour, who was to pay our passage to Dover, I asked the boy who drives Mr. Seymour's cart the name of the ship we were going to. He said it was the steamer Rappahannock, lying at Calais. When Seymour came up I asked him if we were for the Rappahannock. He said, "Yes, it's all right; don't make a noise about it; you will be all right when you get to Calais." He then went into the station to get six tickets. He came out and said, "I have not got sufficient money to pay for six tickets, as it is the express train that leaves at half past seven. He then took out four sovereigns and some silver in his hand, and said to me, "Sullivan, you can proceed and take these men with you; the other two can go to my house, and I will send them by the boat." We objected to be parted, and all returned together. I went home and stopped until five o'clock in the afternoon. I went again to his (Seymour's) house in Wellclose square; he told me that the boat would start at 3 o'clock on Saturday morning, (this day,) and that I was to get him more men, because it was better to send them through by dark than by daylight. I got six men with me, and two more joined me at his house at twelve o'clock at night. About half past twelve we all proceeded to London Bridge wharf, and arrived there at about half past two o'clock this morning. While waiting there I met a friend, who asked me what lay I was going in; I told him I did not know, but that I was going to Calais to join the Rappahannock. He advised us to

stay away, and I and Robert Sadd would not go; the others went. Seymour told me I should not sign until after arriving at Calais; but that my wages would be \$34 per month, and £10 bounty after signing on the ship. I did not know she was a confederate ship, or would not have had anything to do with her. Seymour deceived us all through, as he knew what she was and what we were wanted for.

JOSEPH SULLIVAN.

Sworn by the deponent at my office, No. 37 Nicholas lane, in the city of London, this 9th day of April, 1864, before me.

JOHN CASTLE GANT,

A Commissioner to Administer Oaths in Chancery.

Affidavit of Edward Smith and others.

We, Edward Smith of Rotherhithe, Surrey, Dennis Connell of Cork, Ireland, and James Grace of London, firemen, do hereby solemnly and sincerely swear, that on Thursday last, April 7, we went to John Seymour's, (or, as he is called, John the Greek's,) in Wellclose square, and when there he asked us if we would go to work at four shillings a day, and to be found in food, &c., on a ship lying in Calais. We said we would, and he took the discharges from us that we had received from the ships we last served in. He told us to be at his house at quarter before six o'clock on the following morning, April 8, to go by the train to Dover, and then across to Calais. We were there, and went with three others to the London bridge station. When we arrived there, he, Seymour, had not enough money to pay our passage by that train, as it was an express. He wanted four to go by that train, but we would not separate, but all go together; so we left the station, went home, and returned again about twenty minutes past 9. He was not there, but sent his man to tell us to come to his house, as there was a gentleman there who wanted to see us. When we got there we saw no one but himself, and he told us to be at his house again at half past 1 on the Saturday morning, and then we should all go by the boat that started from London bridge that morning. We went to his house, and then we demanded a copy of the agreement we had signed, and Seymour gave us a copy, which is annexed. We afterwards went to the boat, the Hanover steamer at London bridge, and Seymour's man paid our passage to Calais and took our discharges on shore with him. On arrival at Calais there was no one to receive us. We inquired where the Rappahannock was, and we met one of the officers of the ship. He asked us if we were going to join the Rappahannock. We told him that we came down to work on board of her at 4s. a day. He said we could not work on her at 4s. a day, but if we went to work on her at all we must join the ship, the wages to be £15 16s. a month, and we were to sign for three years. We told him we should not join her. He said he would pay our passage back to London. We remained all Saturday night, and went to the British consul and told him how we had been served, but he would have nothing to do with us. The captain of the steamer Rainbow allowed us to sleep on board that night, and on Sunday morning we went on shore to see when we were to be sent back. One of the officers of the Rappahannock met us and asked us where we slept. We told him. Asked him for food, and went with him to the quay by the side of the Rappahannock.

We were afraid to go on board, as, if we had, we feared we should have been detained, or put in irons or something. We stayed there about two hours, then went and sold some of our clothes and bought food; afterwards we saw the captain of the steamer, who told us that he would not take us back unless he had the money first. We then went back to the Rappahannock, and appearer Smith went on board. The first lieutenant would have nothing to do with us unless we joined the ship. Smith got ashore and we were going away, but were called back. The first lieutenant said, *considering that Seymour had sent us*, he would pay our passage back to London. We asked him about food, as we told him we were hungry. About half past 4 one of the officers came on shore and went to the steamer Rainbow and saw the captain. He brought three tickets on shore and gave them to us, and told us the steward would provide us with food. We went on board the steamer, had some food, and returned to London. After we arrived in London we went down to Seymour's about our discharges, and to see if we could get paid. We were told he was at Newcastle. There was no other American steamer at Calais. The only steamers there were the Dover and the Calais packet-boats, two of the London packets and a French gun-boat.

EDWARD SMITH.
D. CONNELL.
JAMES GRACE.

Sworn by all the deponents at my office, No. 37 Nicholas lane, in the city of London, this the 12th day of April, 1864, before me,
JOHN CASTLE GANT,
A London Commissioner to Administer Oaths in Chancery.

Copy of agreement.

LONDON, April 8, 1864.

We agree, all of us that sign this agreement, firemen and sailors, steward and cook, to go to Calais to work on board the American steamship Rappahannock, to have 4s. per day, cook and steward the same; sailors to have 3s. per day, and all to have victual and passage money, to be paid by John Seymour. All of them to work for seven days.

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6.	15.	23.
7.	16.	24.
8.	17.	25.
9.		

Affidavit of James Graham.

I, James Graham, of Liverpool, fireman, do solemnly and sincerely swear that I left Liverpool, with eight others, on the 7th of February, for a voyage to the East Indies, having been engaged by James Cun-

ningham and Joseph Buchanan, engineers, of Liverpool, who informed us the steamer was lying at Gravesend, and that we were to go to London by train, and thence to Gravesend and join her there. We were well plied with liquor, and at 11 o'clock at night went to the station at Line street to meet them, our wives going with us to receive our month's advance, which they promised to pay them. We were to have £6 10s. per month. After we had all arrived at the station, we were hurried into the carriages, more drink was given to us, and no notice taken of the advance. On arrival in London we were taken in cabs to another railway, again plied with liquor, taken to Dover. When there I asked Mr. Cunningham what game he was up to. He said you are going on the steamer, as it is the tender of the ship lying off the harbor. We went on the steamer and were taken to Calais; a great number of persons came to look after us, we were guarded until we were put on the Rappahannock. On arriving on board, Mr. Cunningham handed us over to the captain. Both Mr. Buchanan and Mr. Cunningham looked after us until then. The captain said to us as we had had a long journey he would see us to-morrow. We were all rather stupid from drink. He gave Shrouder twenty francs to spend among us; and on the next day we were called into the cabin to sign articles. They were not read over to us. The captain asked us all if we were ready to enlist. We told him no; we came as firemen. We were then told to sign our names, and that the wages were to be £6 19s. 10d. per month, with £10 bounty. We were to have advance notes three days after we signed, so as to send them to our wives. They were to be paid at Messrs. Jones & Co.'s ship brokers, Liverpool. We did not get these notes, and Shrouder was put in irons for asking for them. The treatment we received was very severe. If the least word was said, either a pistol was placed at our heads, or we were put in irons. After six of them (the men from Liverpool) had run away, I looked out for the first opportunity to leave the ship. On Thursday last, 31st March, at half past five o'clock, I got liberty and went on shore. I was to return on board the following morning, at 8 o'clock. I did not return. They finding that I was trying to get away, the doctor, Mr. Newton, and Mr. Wilson, midshipman, watched me, and when entering a public house one of them struck me with a life-preserver and knocked me senseless. I was taken to some house, and on recovering found myself on a bench, and Mr. Newton was watching me. I asked for a drink of water, and when he went to give it to me I knocked him over and ran away. I went to the Ship Hotel, and the landlord stowed me away in the back kitchen until Friday afternoon, the 1st of April; I, with another man, then walked away on the Boulogne road, and was picked up by the diligence. On arrival at Boulogne we went on board the boat for Folkestone, and arrived in London on Saturday evening. When I was struck by the officers, they severely injured my left shoulder, and brought blood from behind my right ear. I have not been able to lift my left arm since. My clothes were all covered with blood. I would never have gone on board had I known what she was. Mr. Buchanan, who had worked with me before, recommended me to go. He said she was for India—lying at Gravesend; the voyage was for twenty-four months. Several men from Portsmouth joined the ship at different times—two are still on board. They will take any one that comes, and when once on board they are very badly treated. The provisions are bad, and the officers treat the men like dogs. The men from Portsmouth came from her Majesty's steamer Trafalgar; one left some time back. Man-of-war's men are told all sorts of things to induce them to join. I received a £2 advance note after I had been

on board about three weeks. It was paid by Samuels & Co., of Liverpool, an exchange office. I had five francs given me for drink when I came on shore.

JAMES GRAHAM.

Sworn by the deponent, at my office, No. 5 White Hart court, Lombard street, in the city of London, this 4th day of April, before me.

JOHN J. ANDREW,

A London Commissioner to Administer Oaths in Chancery.

I, James Graham, of Liverpool, fireman, do solemnly swear that the half-pay note attached, signed by Joseph Buchanan, in the presence of William V. A. Campbell, and dated the 22d of February, 1864, is of the true and proper handwriting of the said Joseph Buchanan and William V. A. Campbell. I have seen Captain Campbell sign his name several times. He signed the drafts for £2 that were given to each of the Liverpool men after we had been three weeks on board. I have seen Joseph Buchanan write often, having worked with him, and I solemnly swear, to the best of my knowledge and belief, the signature attached to the half-pay note is in Joseph Buchanan's handwriting, and also that Captain Campbell signed the two certificates of appointment of Joseph Buchanan and Alexander Bradshaw, and the said half-pay note.

JAMES GRAHAM.

Sworn by the deponent, at my office, No. 5 White Hart court, Lombard street, in the city of London, this 4th day of April, 1864, before me.

JOHN I. ANDREW,

A London Commissioner to Administer Oaths in Chancery.

CONFEDERATE STATES STEAMER RAPPAHANNOCK,

Calais, February 7, 1864.

SIR: You are hereby appointed 3d assistant engineer in the Confederate States navy, from the 7th day of February, 1864.

Respectfully,

WILLIAM V. A. CAMPBELL,

Lieutenant Commanding, Confederate States Navy.

WILLIAM ALEXANDER BRADSHAW.

CONFEDERATE STATES STEAMER RAPPAHANNOCK,

Calais, February 7, 1864.

SIR: You are hereby appointed third assistant engineer in the Confederate States navy, from the 7th day of February, 1864.

Respectfully,

WILLIAM V. A. CAMPBELL,

Lieutenant Commanding, Confederate States Navy.

Mr. JOSEPH BUCHANAN.

I, Joseph Buchanan, 3d assistant engineer on board the Confederate States vessel of war Rappahannock, commanded by W. V. A. Campbell, lieutenant commanding Confederate States navy, do by these presents allot thirty dollars per month of my pay for the support of my family. And I do hereby appoint Messrs. Jones & Co., ship brokers, Liverpool, my attorney, to receive for that purpose from the navy agent at the port of Liverpool, England, the said sum of thirty dollars monthly, for the term of twenty-four months, the first payment to be made on the thirtieth day of April, 1864.

In witness whereof I have hereunto set my hand and seal the twenty-second of February, 1864.

JOSEPH BUCHANAN. [SEAL.]

In presence, and with the approbation of,

WILLIAM V. A. CAMPBELL,
Lieutenant Commanding, Confederate States Navy.

Registered by Douglass F. Forest, assistant paymaster, Confederate States navy.

Affidavit of Charles Bennett.

I, Charles Bennett, able seaman, of Plymouth, England, do hereby truly, sincerely, and solemnly swear that I left London, with about thirteen others, by railway from London bridge to Dover, thence by steamboat to Calais, about the latter part of November, and joined the steamship Rappahannock there as able seaman. I was not aware what kind of ship she was until I arrived on board. I signed articles to join the steamship Scylla, at £3 15s. per month, in the Downs, for a voyage to the West Indies and back. This agreement was made at Scott's public house, in Gravel lane, Tower Hill. I do not know the man who shipped me. Had I known that the ship was a confederate man-of-war, I would not have signed articles to join her.

After I was received on board, it was three days before I commenced work. Then the best part of the men who brought her from Sheerness left her. Four riggers then came on board, and commenced fitting the ship, cleaning out the tanks, shell-room, magazines and all the other rooms. The stores, such as rum, flour, bread, rice, peas, sugar, and sundries, were then sent on shore to a private store. Four days after that some boiler-makers came from Sheerness to work on board, and commenced taking old tubes out and repairing the boilers. I with the seamen then commenced our regular work, putting things to rights on deck and aloft. Some days after that a report came to the ship that two United States frigates were in sight. Mr. Graves, the first lieutenant, said the vessel lay too much in sight, and it was shifted further back into the harbor. The old fan was removed from the Rappahannock and a new one put into her. We then received stores, consisting of clothing, shoes, ribbons, and sundries. About three weeks ago, ten of us were sent on shore to get some cases that had been received from England by the steamer. I was leading hand, and ordered to open them. They were opened and contained bull-rings, pieces of brass made to fit on the deck for the guns to travel in, enough for ten guns, and some copper fighting bolts. These are what the gun rests on, to allow them to turn any way while in use. The funnels have been fitted so as to lower with crutches on deck. The bolts and bull-rings were taken on

board, and stowed away in the gunner's store-room. A roll of cloth was then taken on deck, and the magazine screens cut out. For several days afterwards nothing was taken on board but small fittings. On Wednesday, 10th February, three engineers and six firemen came on board, and in the evening the fires were lighted and banked up, and we were told if it was foggy she would go out that night to Cherbourg, where the remainder of her crew were waiting to come on board. The fog, however, cleared away, and we did not go out. On Saturday evening, 13th February, at half past six o'clock, I watched the port side of the deck—the side nearest the shore; and as the officer knew that I had tried to desert from the ship before, he sent me on the other side of the ship. As he walked aft I jumped over the bow, took the end of a rope and lowered myself into the water. I swam to a little boat that was lying the other side of the pier, landed, and ran as hard as I could away. At half past ten o'clock I went on the mail boat that was going to Dover, and as there was no one awake on board, I went below and stowed myself away under hatches. On arrival at Dover, having no money, I sold my clothes to pay the passage over, or the boat would have taken me back again, and came to London. I never intended stopping on the Rappahannock after I knew she was a confederate ship of war.

CHARLES ^{his} ~~x~~ BENNETT.
mark.

Sworn by the deponent, Charles Bennett, at my office, No. 37 Nicholas lane, &c., &c., &c.

JOHN CASTLE GANT,
A London Commissioner, &c., &c.

Affidavit of Robert Dunn.

I, Robert Dunn, of Sheerness, boiler-maker, do hereby truly and solemnly swear that I went to Calais and joined the ship Rappahannock as fireman. I had previously called upon Mr. Rumble three times, as I heard he was shipping hands for her, and he had sent some of my ship-mates and paid their carriage to Calais, but I was not able to see him. On arrival at Calais I saw Gifford and the other boiler-makers sent by Mr. Rumble; they had been working all night drawing tubes. Gifford told me Mr. Rumble gave him £15 to pay their passage over, and he (Gifford) told me if I had seen Mr. Rumble he would have paid my passage. I remained on board three days before I signed articles, and my time was dated back to the 1st of December at £5 19s. 10d. per month as fireman, and we were to share prize money as the prizes were taken. Upon the day I shipped, five men came from Sheerness and joined the Rappahannock. They were all from her Majesty's ship Cumberland. Two had deserted and the other three had been discharged, Mr. Rumble having bought their discharges for them. Mr. Rumble gave them the money to buy them out of the service a week before, and at the time the ship lay at Sheerness they told me how they could have duped Mr. Rumble if they saw fit. Robert Crickmore was the man that Mr. Rumble gave the money to buy the discharges for himself, Reuben, Knight and Murrens. This was at Sheerness pier-head. Robert Crickmore said this openly on board, and so did the other men several times. A marine who had deserted, afterwards joined as a coal-trimmer. The day after, Mr. Rumble came on board the Rappahannock about twelve o'clock midnight,

and he asked Mr. Ramsay if those fellows had come on board. Mr. Ramsay said, "Yes, all right." I was in the engine-room and was coming up to report all's well, and heard this conversation; and Mr. Rumble added, "I must be off by daylight in the morning." Four or five days afterwards I saw Mr. Rumble again, and I told Gifford I had seen him. He made answer, he "wished he had seen him, as they were getting very short of money." A gang of men, boiler-makers, fitters, came from Mr. Rennie's after the Sheerness boiler-makers had left, and commenced repairing boilers, putting in new tubes, &c. While they were on board some packing cases were received from the shore; they were taken on board and unpacked. They contained brass slides, pivots, and galvanized iron ring-bolts for gun-slides. They were stowed away in the steerage, and were not to be placed in their proper places on deck until after the vessel left Calais. The treatment we received on board was very bad. I was promised by Captain Campbell that my wife should receive money out of my bounty during the time we remained at Calais, and half pay so soon as it became due. She only received £2, and when I asked him to send some more he threatened to boot me. I saw Mr. Graves a week afterwards about the same subject, and he said he would put me in slave irons if I came aft any more about money. After I had been on board six weeks I received a half-pay check for £2 17s. 1d., payable at Mr. Howe's Fountain Inn, Sheerness, and on the 10th of February I received another half pay note for £2 16s. 10d., payable at the same place. On one occasion, while I was asking for my right about sending money to my wife, I was put in irons and kept so for twenty-four hours; and on another occasion while asking the same questions, they threatened to put thumb-screws on me. On the 12th of February I made my escape from the ship in consequence of the treatment I received, and as I thought my wife would not get the half pay, as the notes were sent to Liverpool and returned unpaid, and afterwards a check was given and paid at Mr. Howe's Fountain Inn, Sheerness. These checks were drawn on Haggard & Co., Cheapside. There were on board slave irons in great numbers, and revolvers; and the men on board were constantly in irons and threatened with revolvers; in fact, none of the men will stop if they can get away. There were only about twelve men and boys on board when I left. After I returned to Sheerness Mr. Rumble sent for me on the 15th of February last, and asked me if I knew whether Mr. Ramsay wore his uniform before he went to London or afterwards. I told him after he had been to London, so far as I knew. He asked my reason for leaving the Rappahannock. I told him it was the consequence of the bad treatment I received, and I could not see my way clear for leaving half pay to my wife. He said he was sorry I had left. I thought the Rappahannock was a blockade runner; had I known she was a confederate man-of-war I should not have joined her.

ROBERT DUNN.

Sworn at my office, No. 5 White Hart court, Lombard street, in the city of London, this 29th day of February, 1864.

JOHN J. ANDREW,

A London Commissioner, &c., &c., &c.

Affidavit of Ludwig Kretschmar.

I, Ludwig Kretschmar, do truly, solemnly, and sincerely swear, that I was boarding at John Seymour's, Welclose square, and in the second

week of February I signed articles at Seymour's to join the steamship *Florida* at Brest, at £6 per month wages, with a bounty of £10, and 5s. a day while the ship remained in port. I was told I should be supplied with clothes and all other necessaries, so I sold what I had and spent the money. Two days afterwards I was taken on board (with seventeen others) the steamer bound for Calais. On arrival at Calais we did not know where to go. A man then came from the confederate steamer *Rappahannock* and told us to come on board. We refused, as we were ordered for Brest. Finding we had nowhere to go, and being told that we were intended for the *Rappahannock*, we went on board, and on the following day the captain came to us and said he would pay us the bounty and wages at sea, and would pay our debts. As we wanted money we objected, and he told us we should have no food unless we staid by. We all refused, and were put on board the Calais packet bound for Dover, from whence we had to beg our way to London. The Austrian consul put us in a boarding-house and paid part of our passage to Dover, the remainder being paid by the French police.

LUDWIG KRETSCHMAR.

Sworn at my office, No. 5 White Hart court, Lombard street, in the city of London, this 4th day of March, 1864.

JOHN J. ANDREW,
A London Commissioner, &c., &c., &c.

We, Frederick Strandt, Joseph Trunick, Franz Junger, John Parell, and Henry Jesser, do truly, solemnly, and sincerely swear to the truth of the foregoing statement. We were all shipped by John Seymour at Wellclose square for the ship *Florida*, lying at Brest, and all went to Calais at the same time, and returned with him to Dover.

FREDERICK STRANDT.
JOSEPH TRUNICK.
FRANZ JUNGER.
JOHN PARELL.
H. JESSER.

Sworn by the above-named five deponents at my office, No. 5 White Hart court, Lombard street, city of London, this 4th day of March, 1864, before me.

JOHN J. ANDREW,
A London Commissioner, &c., &c., &c.

Affidavit of Thomas Monk.

I, Thomas Monk, of Portsmouth, Hampshire, England, do truly and solemnly swear, that about eleven months ago I was engaged by a stranger, at Portsmouth, to go to New Haven, and from thence by steamer to the French coast, and ran alongside the confederate steamer *Georgia*, and on arriving on board I joined her as quartermaster. There were three other men taken from New Haven at the same time, and the steamer had guns and ammunition for the *Georgia*. They were taken on board as we lay off the coast. The *Georgia* went to sea as soon as we had received the guns, and cruised towards the Cape of Good Hope. On the passage she took eight American ships, burned three of them, and bonded the other five. After we arrived at the Cape, we returned

to France, and went into Cherbourg for repairs. No ships were burnt on the return passage, but one was bonded. After we had been at Cherbourg some time, I was sent to the Rappahannock, at Calais, and then I returned home. While I was in the Georgia I received for the first six months £5 10s. per month, and afterwards £6 per month; my wife receiving the half pay at Portsmouth, by post office order from Mr. Jones, of Liverpool. That was received regularly while I remained on the ship. I remained at Portsmouth, on leave, for a week, and then joined the confederate steamer Rappahannock, at Calais, as boatswain, at £18 per month. Half was to have been paid to my wife by the same Mr. Jones, Liverpool; but she did not draw any. I joined her about five weeks back and staid on board until I received my discharge, on the 7th March. I applied for it, as I found it impossible to remain on a ship that was conducted like the Rappahannock—the captain and chief officer always creating some unpleasantness on board; and I did not like to remain on a ship that was intended to burn and destroy merchant ships, unarmed and defenseless.

When I signed articles on board the Rappahannock, I made an arrangement with the purser respecting the half pay to be paid to my wife at Portsmouth, which was also to be paid by Mr. Jones, of 28 Chapel street, Liverpool.

THOMAS ^{his} × MONK.
mark.

Witness to the mark of Thomas Monk—
JOSHUA MUNN.

Sworn at my office, No. 4 Nicholas lane, Lombard street, in the city of London, this the 15th day of March, 1864, by the deponent, Thomas Monk.

J. WILKINSON,
A London Commissioner, &c., &c.

The witness to the mark of the deponent being first sworn that he had truly, distinctly, and audibly read over the contents of the above affidavit to the said deponent, and that he saw him make his mark thereto, before me.

J. WILKINSON,
A London Commissioner, &c., &c.

Affidavit of James Conner.

I, James Conner, do solemnly and truly swear that on Sunday afternoon, the 7th February last, I, with eight others, viz., James Graham, John Dow, Thomas Shrouder, Walker Dixon, John Pratt, Thomas Welch, Thomas Woods, and William Friend, were sent for to go to Major's public house, in Athol street, Liverpool. On going there we were met by four engineers, citizens of Liverpool, viz., William Bradshaw, Joseph Buchanan, and Messrs. Coats and Cunningham. Mr. Cunningham appeared to be the leader and spokesman of the other engineers. We were taken into a private room where liquor was abundantly provided. We were asked by Cunningham if we wanted a good ship and good pay. We asked for some particulars, and were told the ship was in London and was going to Nassau to run the blockade, and that our pay would be £6 10s. per month, and that half pay for our families could be drawn

in Liverpool. We were told we were to sign articles in London. We left the same night for London, and on arrival were taken in cabs from Euston square station to a public house outside the station, and from thence to the railway for Dover, and by the boat to Calais. On arrival at Calais, Cunningham said, "I have done with you now," and that he would turn us over to the captain. He took us on board the Rappahannock and left us there. The captain of the Rappahannock asked us if we wanted to enlist. We told him we did not come to list; we came as firemen, not as soldiers. He then said he would settle with us to-morrow, or the next day, and gave us a twenty-franc piece to get some drink with; and further told us that he would give us ten shillings (10s.) a month more than Mr. Cunningham had promised us at Liverpool. We left the ship and returned the same night on board, and the next morning the captain promised us he would send half-pay notes on to Liverpool in a day or two, to be paid at Messrs. Jones & Co., Chapel street, Liverpool, and (£10) ten pounds bounty to be paid twenty-four hours after we left port. We then signed articles. Something was read to us, but it was impossible to understand one word of it. We were then set to work cleaning engines and other regular work. After working two or three days we complained about the meat. It was short in quantity, and not what we were in the habit of having in port—being salt beef and pork. The captain put a revolver to my head and swore he would shoot me or any of them who complained again, I and five others were put in irons, hands and feet, and kept so for seven days and nights for daring to make any complaints. We were afterwards sent to work again below; the steam was got up and the fires banked. I do not think they would have taken us out of irons if they had not wanted to get the steam up. The steam was got up two or three times during the next four or five days, and the fires were kept banked up all the time. I made two or three attempts to leave the ship, as I could not stay in her. I and others wrote to Captain North, at the Old Sailor's Home, Liverpool, and to Captain Packham, of the New Sailor's Home, Liverpool, and asked them to get us away. We told him how we had been deceived, and that instead of a blockade-runner in London being the ship we were to go in, we had been taken to Calais and put on board the confederate steamer Rappahannock. We never received any answer to these letters. On Sunday, the 20th March, I got ashore and met a friend who promised to pay my passage to London, and as I had no intention of stopping by the ship when I knew what service she was intended for, I was glad of any chance to get away. I left by boat for Dover that same night.

JAMES ^{his} CONNER.
mark.

Witness to the mark of James Conner:
JOSHUA MUNN.

Sworn by the deponent, James Conner, at my office, at No. 5 White Hartcourt, Lombard street, in the city of London, this 21st day of March, 1864; the witness to the mark of the deponent being first sworn that he had truly, distinctly, and audibly read over the contents of the above affidavit of the said deponent, and that he saw him make his mark thereto. Before me.

JOHN J. ANDREW,
A London Commissioner, &c., &c.

Affidavit of John Ford.

I, John Ford, of Portsmouth, able seaman, do hereby truly, sincerely, and solemnly swear that, on Thursday last, March 13, I was in Dover, and when on the pier I was asked by a man, who appeared to be a waterman, if I wanted a ship. I said I did. He said he could find me one. I asked what ship she was. He did not inform me, but told me to meet him on the next evening, between 10 and 11 o'clock, at the corner of Swargate street, and he said he would put me across. I went there at the time appointed, and met him. He paid my passage to Calais, and told me to go down the pier and I should see a ship (steamer) that was very like an American ship, and that I was to go on board. He gave me two (2) shillings, and told me to go to the Dover Castle, as I should not be able to go on board until the morning. The next morning I went on board the Rappahannock, and the officer on deck asked me what I wanted. I told him I wanted a ship, and that I was sent down to her. He said the captain was not there at present; he was gone to Paris; but that I could remain on board if I liked until Monday. On that day I signed articles in the cabin; but I did not know the nature of the articles, or the voyage, until after I had signed. The agreement was afterwards read to me. It was to serve during the present war, at the rate of \$22 per month, and £10 bounty, to be paid twenty-four hours after the ship left port; and there were some remarks in the articles about burn, sink, or destroy the enemy's ships. I then asked for two hours' leave, and the captain said I might have up to 7 o'clock. I returned about 7½, and the captain threatened to put me in irons, as I had only signed articles; so I jumped off the rail and ran up the pier and escaped. I returned to the Dover Castle, and at night went on board the boat and returned to Dover. I should not have gone had I known what ship she was. I thought she was an American ship, and not intended as a ship of war. The man at Dover, who paid my passage to Calais, was an Englishman. I should know him again if I met him.

JOHN FORD.

Sworn at my office, No. 5 White Hart court, Lombard street, in the city of London, this 21st day of March, 1864.

JOHN J. ANDREW,
A London Commissioner, &c., &c.

Affidavit of Thomas Shrouder and others.

I, Thomas Shrouder, of Liverpool, leading stoker, do hereby solemnly and sincerely swear, that on the 7th February I was engaged at a public house, at the corner of Athol street and Scotland road, by Mr. James Cunningham and Joseph Buchanan, engineers, for a voyage to the East Indies, at £6 per month wages. The ship was lying at Gravesend. I was to go to London by train, and from thence to Gravesend. And eight others went with me. We were plied with drink. And at eleven at night were to be at the station in Lime street. And our wives were to receive a month's pay. On arrival there we were hurried into the train, and having drunk freely, did not know where we were until we arrived at London. Our wives did not get a farthing, and we were not allowed to see them. After arrival in London we were put into four cabs and taken to London bridge, (as we learnt afterwards. We did

not know ourselves.) We were taken to a coffee and public house there, and had a drink at the bar. Were then put into the train and sent to Dover, and then bundled on board the packet-boat, and landed in France. On arrival at Calais we were taken on board a steamer. We did not know her name then, or what she was, but found afterwards she was the confederate steamer Rappahannock. After we had been put on one side of the deck, the captain came and asked us if we wanted to enlist. James Graham, one of the stokers that left Liverpool with us, answered, "We did not come to list. We were engaged at Liverpool as stokers, for a ship lying at Gravesend, bound for the East Indies." The captain said, as we were all the worse for drink, we had better have our grub and grog on board. And he asked the crew what sort of treatment they got. The crew would not give their opinion, and we found out afterwards the reason why they would not was they were afraid if they told the truth, and we complained, they would be put in irons. We told the captain we wanted to go on shore that night; so he gave me twenty francs to give the lot of us a run up town. I, James Graham, John Dow, and Walker Dixon, stayed on shore all night, and in the morning, after having had from eight to ten glasses of brandy each, we were taken down to the cabin to sign. No articles were read, but we made our own agreement, and swore to stand by our own agreement, and nothing more. He wanted us to swear allegiance to the confederacy, but we declined. Our wages were to be paid monthly, at £6 19s. 10d. per month, and we wanted a month's advance, but were promised £10 instead, to be paid three days afterwards. Our half-pay notes were to be given us at the same time, so that we might send them to our wives at once. They were to be payable at Messrs. Jones, Higgins & Co., Chapel street, Liverpool. When the time was up, I asked for the note and advance, and was put in irons, hand and feet, and kept from that day, 12th of February, to the 5th of March, (twenty-two days and six hours in irons.) The captain wanted me to make an apology. I would not. He said that he would try me by court-martial so soon as the ship was at sea, and swore he would shoot me if found guilty, and if it lay in his power he would do his best to find me guilty. I remained on board until the 27th, and then got liberty to go on shore, and ran away. Our half-pay was to have been paid regularly every month by Messrs. Jones, Higgins & Co., so long as we remained by her. We were engaged for twenty-four months, and the half-pay notes were made out for that time. None of us should have gone in the ship but for Mr. Cunningham and Mr. Buchanan recommending her to us. They have also left the Rappahannock.

THOMAS SHROUDER.

Sworn at my office, No. 5 White Hart court, Lombard street, in the city of London, this the 28th day of March, 1864.

JOHN J. ANDREW,
A London Commissioner, &c., &c.

We, Samuel Garland and Thomas Woods, both of Liverpool, firemen, do solemnly swear that we were shipped at the same time, and that all the statements set forth by Thomas Shrouder are true and correct, with the exception of that part about the twenty francs and the time that Shrouder left, we having run away two days before, (Good Friday,) and were concealed until the boat left for Dover. We were both shipped in the same

way by Mr. James Cunningham and Mr. Joseph Buchanan, at Liverpool, and our half-pay notes are to be paid at Messrs. Jones, Higgins & Co.'s, Chapel street, Liverpool.

SAMUEL GARLAND.
THOMAS WOODS.

Sworn at my office, No. 5 White Hart court, Lombard street, in the city of London, this the 28th day of March, 1864, by both deponents.

JOHN J. ANDREW,
A London Commissioner, &c., &c.

Deposition of John Dow and others.

We, John Dow, John Pratt, and Walter Dixon, all of Liverpool, firemen, do truly and solemnly swear that we were shipped with six others by James Cunningham and Joseph Buchanan, at a public house, corner of Athol street, Liverpool, for a voyage to the East Indies. They informed us that the steamer was lying at Gravesend waiting for firemen, the wages to be paid at the rate of £6 10s. per month. We were all well treated with drink, and they promised that our wives should have the month's advance if they came with us to the station, Lime street, Liverpool, at 11 o'clock; but instead of our wives getting any money, we were all hurried into the train and more liquor given us in London. We were taken in cabs to the station for Dover, and on arrival there were put into the steam packet for Calais; after we had arrived at Calais, we were taken on board the steamer Rappahannock, and in the morning asked if we wanted to enlist. Graham, one of us, said that we came as firemen or stokers, and not as soldiers. We were then ordered to sign articles. They were not read over to us, but we were to have £6 19s. 10d. per month and £10 bounty instead of advance, which was to be paid in three days. Our half-pay notes were to be paid to our wives in Liverpool for twenty-four months, by Messrs. Jones, Higgins & Co., Chapel street, Liverpool. After remaining on board about seven weeks, and as the provisions were bad, and we were treated more like dogs than men, we left the ship, leaving our clothes on board. None of us would have gone to her had not Messrs. Cunningham and Buchanan deceived us. They told us she was for India. Had we known she was a ship of war for the confederates we would not have gone at all.

JOHN DOW.
JOHN PRATT.
WALTER DIXON.

Sworn by all the deponents at my office, No. 5 White Hart court, Lombard street, in the city of London, this 31st of March, 1864, before me.

JOHN J. ANDREW,
A London Commissioner to Administer Oaths in Chancery.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, April 18, 1864.

SIR: I have the honor to acknowledge the receipt of your letter of the 16th instant, inclosing copies of a letter from the United States consul

in London, and of the depositions of twenty-one persons relative to the enlistments stated to have been made at various places in this kingdom for the so-styled confederate government, and to state to you that these papers shall be considered by her Majesty's government.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Mr. Seward.

No. 680.]

LEGATION OF THE UNITED STATES,
London, May 5, 1864.

SIR: I have transmitted to Lord Russell several additional depositions of persons engaged by Mr. Rumble for the service of the rebels. A copy of my note of the 4th instant, and of the papers, is forwarded herewith.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

HON. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, May 4, 1864.

MY LORD: I have the honor to submit to your consideration copies of three more depositions, still further corroborating previous evidence as to the part taken by Mr. Rumble, an officer in her Majesty's service, at Sheerness, in providing men for the service of the insurgents of the United States. I would further solicit your lordship's particular attention to that portion of the evidence relating to the efforts of Mr. Rumble to obtain, by intimidation, a retraction of the testimony heretofore given against him.

Renewing the assurances of my highest consideration, I have the honor to be, my lord, your most obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Depositions of Charles Bollen and Robert Russell.

We, Charles Bollen and Robert Russell, of the island of Guernsey, seamen, do hereby sincerely and solemnly swear, that on Thursday last, the 21st April, we were at Hot's coffee-house, in the highway, when a man named Miller asked us if we had a ship; we answered we had. He said, if we would come with him he would ship us on a London ship, a steamer, going to run the blockade, and that the wages would be £4 8s. a month and £10 bounty. As the wages were nearly double what we expected to get, we agreed to go with him, and took our clothes to

his house, in High street, Shadwell. On arrival there he gave us two shillings to spend for the evening. We slept there that night, and on the following day, while at dinner, Miller told us we need not take our clothes with us, as we should not want them; they would find us clothes on board the ship. On the 23d April, Saturday morning, at 3 o'clock, we were taken on board the Rainbow, Calais packet; Miller went with us, and told us we should have a month's pay as soon as we had signed articles. We had no food, with the exception of a little piece of bread, until after we arrived at Calais. When we had got to Calais, Miller took us and four others alongside the Rappahannock. As soon as we knew what ship she was we refused to join, and told Miller that he had deceived us—he promised us a London ship, and had brought us down to the Rappahannock confederate ship of war; we demanded our passage back to London. Miller said he would send us back to Dover only, and we might get to London how we liked. We were kept without food while we were at Calais, and on coming away only received a pig's foot and three small cakes. After landing in Dover we had to walk to London, and only had a small piece of bread that was given to us on the road. We never had any intimation of joining a ship of war, but were led to believe the ship was a steamer going to run the blockade. Finding that we would not go in the Rappahannock, we were shut up in an office on the pier at Calais until an officer in uniform came to us, and Miller wanted us to sign articles, but we refused. The other four who went with us to London signed articles. Miller also wanted us to sign a paper for £2 10s. for passage and shipping, which we also refused.

CHARLES BOLLEN.

ROBERT RUSSELL.

Sworn by both deponents, at my office, No. 5 White Hart court, Lombard street, in the city of London, this 26th day of April, 1864, before me.

JOHN J. ANDREWS,

A London Commissioner to Administer Oaths in Chancery.

Deposition of George Thompson.

I, George Thompson, of Sheerness, England, engineer, do hereby truly and solemnly swear, that hearing, from a friend, an engineer was wanted for the Scylla, I went to Mr. Rumble's house on Friday, the 27th November last, for the berth. I saw Mr. Rumble, in the presence of Captain Sheppard, paymaster of the 13th depot brigade, royal artillery. When Captain Sheppard had left, Mr. Rumble said, "Your name is Thompson?" I answered, "Yes, sir." Mr. Rumble then said, "I see here, by this note, you have been to sea; well, this ship is gone, and you are going as second engineer." I asked the wages; Mr. Rumble said, "For the second I can give twelve hundred and fifty dollars (\$1,250) a year." I asked when I was to go. Mr. Rumble said, "By-the-by, do you know of any boiler-makers?" I answered "I knew of one, if he would let me go to London for him." Mr. Rumble said, "O, dear, no! I want you to go away to-night or to-morrow." I inquired after the half pay, as I wanted to know how my wife and family were to get on in my absence. Mr. Rumble said, "That will be all right; the half pay would be paid all right." I wanted some money for clothes, and asked where I was to get it. Mr. Rumble asked me how much I wanted; I answered "about £20." Mr. Rumble said, "The Scylla—but I don't think that is her name now—is lying at Calais, and you will not want any clothes there; the uniform is gray, and they will supply that or anything you may want, as

there is plenty of cloth, and men to make them on board." Mr. Rumble likewise told me to bring my wife down to his house about 6 or 7 o'clock that evening, and he would settle the half pay in her presence. In the evening, as my wife was getting ready to go to Mr. Rumble's, his messenger came, and said that I was to go to Mr. Greathead's along with him. My wife and self went with Mr. Rumble's messenger and Mr. Brampton, a fitter in the dock-yard factory, Sheerness, to Mr. Greathead's, chief engineer under Mr. Rumble, at Sheerness. Mr. Greathead asked my name; and he said, "As Mr. Rumble is not in town at present, I want to know if you will go in this ship, the *Scylla*?" I said, "Yes, provided they would come to my terms." Mr. Greathead asked me what I wanted. I said, "If you will give me £20 I will go away." Mr. Greathead answered that he was not in a position to give £20, but he would give £10. I then said, "About the half-pay note—I suppose I can make the arrangement for that with Mr. Rumble, or the captain on board the ship?" I also said I must have more than £10 if I go away to-night. Mr. Greathead said, "I can do no more, as I am waiting for a telegraphic message from Mr. Rumble, who has gone by London—he was sent for in a great hurry this afternoon; there is time to go by the train to-night—I will go to the station with you." I said, "Well, then, I shall not go until I have seen Mr. Rumble." Mr. Greathead then said, "Very good; you can see Mr. Rumble to-morrow." I then left him. On Saturday, 28th November, about dinner time, I went to Mr. Rumble's house and saw Mr. Rumble. He told me to come again in the evening, and to bring my wife with me, and he would settle, and see about my going away that night or on the Sunday, and also see about my wife's half pay. In the evening I went again. Mr. Rumble said, "Well, Thompson, I suppose you are ready to go away?" I said, "Yes, sir, if you will settle about my wife's half pay." Mr. Rumble said, "Fetch your wife in." I did so; and, in the presence of Mrs. Rumble and another female, Mr. Rumble said to my wife, "You can receive your half pay here, at my house, and that will be better than going to London for it, and will save you unnecessary expense and trouble." I asked him when I was to go away. Mr. Rumble answered, "There is a train going in about an hour—you can go by that; then, Thompson, as I am going to take some boiler-makers on Thursday next, it will be as well to wait until then, and all go together." I said to Mr. Rumble, "Well, sir, if I am to go, I may as well go at once." Mr. Rumble said, "Well, Thompson, you can go to-morrow, if you like; but come to my house on Monday. On Monday, the 30th November, I called at Mr. Rumble's house; he was not at home. I called again on Tuesday, 1st December; he was not at home. On Wednesday, 2d December, I called again, with the same result; and on Thursday, 3d December, I saw Mr. Rumble. Mr. Rumble said, "Oh, Thompson, I suppose you have come about going on board that ship, the *Scylla*; well, you had better call again in a few days, and I will let you know, as her tubes are in a frightful condition, and she will in all probability lie there for a month or six weeks yet, so you have time to get yourself together a little." After that night nothing more was said to me by Mr. Rumble about joining the *Scylla* or Rappahannock. I went back to work in the factory.

GEORGE THOMPSON.

Sworn by the deponent, at my office, No. 5 White Hart court, Lombard street, in the city of London, this 19th day of April, 1864, before me.

JOHN J. ANDREWS,

A London Commissioner to Administer Oaths in Chancery.

Deposition of Edwin Shaw and William Hall.

We, Edwin Shaw and William Hall, hammermen, of Sheerness, Kent, do hereby truly, solemnly, and sincerely swear, that in the early part of November last we heard that the screw-steamship *Scylla*, of London, wanted several stokers, and that all parties to be engaged were to apply to Mr. Rumble. On the 16th of November, about a quarter before 10 o'clock at night, we saw Mr. Rumble, and said to him, we hear you are engaging men for the *Scylla*, of London. Mr. Rumble said yes, and asked us to come inside. He took us into his back room, and said he knew she wanted several stokers, and asked us if we had ever been to sea. We answered no. Mr. Rumble then said the ship belonged to a friend of his, who had asked him to recommend some men for her, but he preferred men that had been to sea; he further said he knew nothing about the ship, and asked us if we knew of any men who had been to sea; he would have liked us to go had we been to sea before, but could not take upon himself to engage us then, but as we were respectable men he thought there would be no trouble to get engaged, and that we had better go on board or come to his house again on Wednesday night, the 18th of November, and perhaps the chief engineer (Mr. Ferguson) would be there. On the 18th of November we called again at Mr. Rumble's house, saw him, and asked him if he had seen the chief engineer. Mr. Rumble said he had not, as he was poorly, but expected to see him in a day or so. On Saturday, 21st of November, we went again to Mr. Rumble's with the same result. On Monday, 23d of November we called again, at Mr. Rumble's request. Mr. Rumble then said, I do not know what to do with you, men; and went and wrote a note to Mr. Ferguson, chief engineer, and gave it to us to take on board to Mr. Ferguson, and told us to go to Mr. Howe's, the Fountain Hotel, and the boat he, Mr. Howe, had engaged would take us on board. On the 24th of November we went on board in company with William Lodge and Richard Spendiff. When we got there we asked for the chief engineer. He was not on board. We saw Mr. Ramsay, the acting master at the time, and told him we had a note from Mr. Rumble for Mr. Ferguson; and afterwards Mr. Ferguson came on board, and we gave him the note and told him Mr. Rumble had sent it. Mr. Ferguson, without reading the note, said, if Mr. Rumble sent you, get to work. We, however, wanted an understanding about the pay. Mr. Ferguson said we should have the same as the rest of the men, namely, 3s. 6d. a day and found until the ship goes away. We then wanted to know what pay we were to receive after the ship left. Mr. Ferguson then said, Mr. Rumble told you, has he not? We answered, no. Mr. Ferguson said, I don't know, then; but if you intend to go in the ship get to work on the boilers at once; if not, clear out. We went up on the deck. After waiting some time there, Mr. Rumble and Mr. Greathead came on board. Mr. Rumble came up to us and asked if we had seen Mr. Ferguson, and what he said. We told him, and Mr. Rumble said we had better wait a little while, as the owner would be on board soon, and then the wages would be settled. After waiting some time longer, Mr. Pearson came on board. Mr. Rumble introduced Mr. Pearson to us as the owner, and he said to Mr. Pearson these are the three stokers (meaning us and William Lodge) that I have got for you, and I have nothing to do with any besides these three men. One has been to sea before; the other two have not. They are respectable men; that is the reason I recommend them. The captain, Mr. Ramsay, then asked us what wages we wanted. After a little conversation, we wanted £7 a month, and £5 was all that was offered. We walked away, and Mr. Rumble, who had been talking with

Mr. Ramsay and Pearson, came and said that Mr. Pearson would give £6 a month, and he thought that was very good pay. We agreed to that. Mr. Rumble said there would be other privileges and ways of making money besides our good pay. We then asked about our half pay, and we were told that we could leave half pay behind, and that the ship was going on a trial trip and would be back in a day or two. We however, wanted to engage at once. Mr. Rumble said that would be better still. We asked what clothes would be required on board the ship, and was told that a change was sufficient, as there would be plenty of clothes on board. We went in to the captain and received £6 each. Mr. Rumble said that they were to give Lodge £7 10s., as he belonged to them; was a leading stoker, and had been to sea. Mr. Rumble then took our direction down, and said we might rely upon him; he would see our half pay was settled. We then went down into the fore-castle and told the other men what we had received. After a little disturbance there, and finding that the rest were only engaged for fourteen days, we refused to go, and gave the money back and got on shore as soon as possible. Just before Mr. Rumble's examination at Sittingbourne, Mr. John Brampton, an engineer in the dock-yard steam factory, came to us in the shop and said it was reported about that we had been engaged by Mr. Rumble to work on board the Rappahannock, and he advised us to write a letter to Mr. Rumble contradicting it, or we should very likely get the sack. Mr. Brampton then dictated a letter in pencil as to what we had better say. Appearer Shaw wrote the note, and appearer Hall signed it. This note was altogether false, but we were afraid that we should be discharged if we refused, and hints were thrown out about how the boiler-makers had been served. After the letters were sent, we went to Mr. Rumble's house with George Thompson, at Mr. Rumble's request. When we arrived there we were called up into the parlor one by one. Mr. Rumble, Mr. Parks, and another gentleman were present. Mr. Rumble asked whether we had written the letters he held in his hand. We answered we had. He then said, you here say that I did not engage you, or assisted to engage you; the captain was the only man that engaged you; this you assent in the presence of these two witnesses. Fearing what would be the result if we denied it, we each answered yes, and left the room. Mr. Rumble afterwards asked us down stairs to take some ale, which we did. We knew that Mr. Rumble had engaged us, and that we should stand a very poor chance if we set ourselves in opposition to him, so did as he wished and denied it in the letter. A man named Henry Pearson Wilson, but that he went by the name of Jackson, at Sheerness, representing himself as a detective, met us at Lodge's house on the 3d of March last, and showed us a letter written by Lodge, and he said how much better that read than the one we had sent. He afterwards offered to write one for each of us, copied from the one he had of Lodge's, and that he would see us the next night about it. On the next night, the 4th of March, we saw him again, and he read the note he had written, and on the following night, the 5th of March, he brought one for each, and asked us to sign, which we did; and as he was a detective we were afraid that if we did not comply it would be all the worse for us.

EDWIN SHAW.
WILLIAM HALL.

Sworn by both of the deponents at my office, No. 37 Nicholas lane, in the city of London, this the 22d day of April, 1864, before me,

JOHN CASTLE GANT,

A London Commissioner to Administer Oaths in Chancery.

Mr. Adams to Mr. Seward.

No. 707.]

LEGATION OF THE UNITED STATES,
London, June 2, 1864.

SIR: I have the honor to transmit copies of two notes of mine addressed to Lord Russell, dated, respectively, the 23d and 28th of May, and covering a number of depositions relating to enlistments for the rebel vessels. His lordship has as yet sent me an acknowledgment of the earlier one only. His attention is now so much engrossed by the proceedings of the conference, this correspondence with me, usually rather brisk, languishes.

Copies of all the papers are annexed.

I have the honor to be, sir, your obedient servant,
CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

[Mr. Adams's note to Earl Russell of 28th May is printed with the above dispatch under subdivision "The Georgia," *ante*.]

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, May 23, 1864.

MY LORD: I have the honor to submit to your consideration a number of additional depositions, all going to show the continuance of the practice of enlistments of British subjects by the insurgents of the United States and their agents within this kingdom.

I pray your lordship to accept, &c., &c.,
CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Deposition of Maurice Breen.

I, Maurice Breen, of William's Place, William street, Liverpool, fireman, make oath and say as follows: I am a British subject. On Saturday last, May 14th, I was at home, and a fireman named John Fleming came to me and told me that he had made an agreement with Mr. Campbell to go a voyage, and that he had mentioned me to Mr. Campbell as likely to go; accordingly I went with him to Mr. Campbell's house, No. 28 Regent street; Mr. Campbell has a clothing shop there. It is a kind of a private shop in an inner room. There Mr. Campbell asked me if I knew the agreement; I said no, but I will know. He then told me I was to get £7 per month, and £10 in hand, and half pay to be left behind—that is, paid here. Out of the £10 in hand he was to deduct £2 for himself, he to pay all expenses of traveling. I agreed to go on these terms, but did not sign any agreement. That night I took my bag to his house to be forwarded, and the next morning we went by appointment to the Lime street railway station, where we met Mr. Campbell, and went with him in a third-class carriage of the half-past nine train. I believe nineteen tickets were taken, and there were about

as many men. We arrived in London about six or seven in the evening. We went into a public house near Euston Square, and Campbell gave us a drink all around. We then got into a van in which our luggage was. While we were in the van a man who seemed to be second in command, who was a carpenter, passed the word to us that we were to call Campbell Captain Thompson from that time forth. We were driven to a hotel on the opposite of London bridge, near the railway station, and slept there. Next morning (Monday) we had breakfast there, and took the train for Dover, and arrived there about noon. The carpenter took us into a hotel, but Campbell took us away from that hotel into another. He paid for all the drink we had there and dinner and supper. In the evening we were grumbling at not having enough to drink, and we went to the first hotel, from which we had been taken away by Campbell, and had more drink. The carpenter ordered the drink for us, and Campbell paid for it eleven shillings. At night, about half-past ten, we left by the mail steamer for Calais, which we reached very early in the morning. We all went into the hotel there, and had something to eat and a drink apiece, and slept there for the rest of the night, and had breakfast there. We were then taken to a ship, which I believe to be the Rappahannock. I think the name was Rappahannock, because when we were at Dover the people asked us if we were going on board the Rappahannock, and at Calais the people asked us the same question. It was a steamship with two funnels, rigged like a ship. Before I left Liverpool I knew that I was wanted for a southern privateer. Campbell told me that I was wanted for a southern privateer, but he would not tell me the name of the ship. When we got to the ship, Campbell went aboard, and the carpenter and some others. Campbell then came back to us, and said that they wanted no firemen, but any deck hands or sailors who chose to stay would be employed. I did not choose to go as a deck hand, nor did any of the firemen. We knocked about there for several hours. Campbell told us to go to a public house for our dinner and tea, and we went there in the evening. Campbell went with us to the French custom-house, where we got our luggage, and he put us on board a London steamboat and paid our passage and came with us. We arrived in London on Wednesday morning. We took the train for Liverpool about half (?) eleven. There were eleven of us returning. In the train I asked Campbell if we were going to get anything for our lost time. He said he could not do anything for us, as he should be a greater loser than any of us. I said it made no matter who was a loser, and would get my wages. He said he could not do anything. He was nearly a ruined man by the expedition. I asked him who had paid our expenses to France and back again. He said he had paid it out of his own pocket, but he was repaid by the officers of the ship for all expenses of the men who staid on board. He said he was clear as to them, but he was a loser as to all who had returned. I asked him why he had not brought us before the officer, and left us to speak for ourselves and ask for payment, and I said he was the man who had brought us, and he must pay us. We reached Liverpool, and he gave us a drink, and gave me a five-franc piece to pay for a donkey to carry our baggage, and we left him. Next day (Thursday) I called to see him twice, and found him in the second time. I asked him again to pay us for our lost time. He said he had met the rest of us in Chapel street, and that they were to meet at half-past four at Jones's office. I went to Jones's office at that time, and we all met there, and Campbell called me and another man into the office;

there was a young clerk there, about 16 or 17. Campbell said to him "These are the men that have been sent to the Rappahannock, and they have come back and want to get something for their lost time." The clerk said, "I know nothing at all about it." I then left the office, and Campbell came after me and told me he had seen J. W. Carr, the attorney, in Castle street, and mentioned this affair to him, and Mr. Carr said he could not attend to it till Saturday next, but would attend to it then; and Campbell wanted us all to go with him to Mr. Carr and see what could be done to take proceedings against the ship for our lost time. I told him to look out for himself for his payment, and that I should look to him for mine. I have not seen him since.

MAURICE BREEN.

Sworn at Liverpool this 20th day of May, 1864, before me.

ISHAM H. ESELL,
A Commissioner, &c.,

Deposition of John Fleming.

John Fleming, of No. 3 Court Lightbody street, Liverpool, in the county of Lancaster:

On Thursday, the 12th day of May, instant, I heard that Mr. A. Campbell, of Regent street, Liverpool, aforesaid, boarding-house keeper, was in want of men to join a steamer which was lying at Calais, in France, and I called at his house to see him about it, when he told me that there was a good chance for me to join a steamer lying in France, and that I should receive £7 a month as fireman, and that I would be paid £10 on signing articles. I agreed to go, and Mr. Campbell told me that he did not know what day I should be required to join, and on the following Saturday I called upon him, when he directed me to bring my bag to his house the following night. I brought my bag on the Saturday night as directed, when he said that he was short of hands; when I told him that I would bring my brother-in-law down to see him, and he directed me to call the following Sunday morning. I told Barnard Cassidy and Maurice Breen, my brother-in-law, of this, and they saw Mr. Campbell and agreed to go with me. Campbell then took me and the others on the Sunday morning to the Lime street railway station, and paid our fares to London, he coming along with us. We arrived at London on Sunday night, and Campbell took us to a hotel and paid for our lodgings for the night. On the following Monday morning he took us to a railway station and booked us for Dover, and we left Dover about ten the same night for Calais, and arrived there about three in the morning. When we arrived at Calais we were taken to the De Victoria Hotel, where we slept the night. Early in the morning, after breakfast, Campbell took us on the shore to look at the Rappahannock, when Campbell went on board her, and some time afterwards he came ashore again and told us that we should not be required, and asked us what we required, when we told him that we should require our passage paid home again, and something for lost time. He then took us on board a steamer and brought us to London. When we arrived at London he took us to the railway station and booked us for Liverpool, having first given us a supply of provisions and drink. We arrived in Liverpool on the 18th of May, instant, and we asked Mr. Campbell to pay us for our lost time, when he said that we must meet him at Jones & Co.'s office, Chapel street, in Liverpool aforesaid, on Thursday, at 4 o'clock, when he would

see what he would allow us. I went to Jones's office, and in the doorway I met Mr. Campbell going into the office, and waited outside for him; and when he came out he told me that he was sorry he could not get any money for me; that it was a great loss to him; when I told him that he had engaged me, and I would look to him for my money.

I signed a paper, which Mr. Campbell handed to me previous to going with him to London, entitling him to £2 if I was engaged on the Rappahannock.

JOHN FLEMING.

Sworn at Liverpool aforesaid, this 20th day of May, 1864, before me.

ISHAM H. ESELL,

A Commissioner to Administer Oaths in Chancery in England.

Deposition of Bernard Cassidy.

Bernard Cassidy, of 3 Court Lightbody street, Liverpool, in the county of Lancaster, makes oath and says as follows:

On Saturday, the 15th day of May, instant, I heard from John Fleming that he had been engaged by Mr. Campbell, of Regent street, Liverpool, to join a steamer lying in France, at £7 a month, and I accompanied him to the railway station to see him off. When I saw Mr. Campbell I told him that if he was short of hands I would go; when he said, "All right; you can go on the same terms as the other men," which I agreed to; and I signed a paper, which was handed me by Mr. Campbell, entitling him to £2 if I was engaged on the steamer. We left Liverpool the same night for London, Campbell paying our fares there; and on our arrival we were taken to a railway station and booked to Dover, and from there to Calais. On our arrival at Calais we were taken to a hotel, and after a few hours' sleep Campbell invited us to go and look at the ship. He went on board the Rappahannock, and some time afterwards he returned and informed me that he was sorry that we were not wanted, but that he would pay our passages home. He then took us to another hotel, and after we had dinner he took us on board a steamer and paid our fares to London. When we arrived in London, Campbell took us to a public house, where we had some refreshments, and were afterwards taken in cars to the Euston Square railway station, and Campbell paid our fares to Liverpool, where we arrived on the 18th instant. When we arrived at Liverpool we asked Campbell to pay us for our lost time, when he directed us to call at Jones & Co.'s office, Chapel street, Liverpool, when he would see what he could get for us. I did not call at Jones & Co.'s office as directed. One of the men, whose name, I believe, is Conner, who came with us, informed me that himself and several others who had gone with us had been recently paid off from the confederate steamer Georgia, and that his pay would run until he joined the Rappahannock.

BERNARD ^{his} X CASSIDY.
mark.

Sworn at Liverpool, in the county of Lancaster, this 20th day of May, 1864; this affidavit having been previously read over to him, and he appearing perfectly to understand the same, and made his mark thereto in my presence.

ISHAM H. ESELL,

A Commissioner, &c.

Deposition of W. Rawlinson.

I, William Rawlinson, of 91 New Edgar street, Liverpool, in the county of Lancaster, fireman, make oath and say as follows: I am a British subject. On Thursday, the 12th May, instant, I was at the Birkenhead dock's landing talking to Patrick Bradley, a friend of mine, who was working on board the Georgia, when he told me to speak to Mr. A. Campbell, of 28 Regent street, Liverpool, boarding-house keeper, as he thought he wanted hands to join a steamer. I went to Mr. Campbell and asked him if he wanted hands, when he said he did, and directed me to see Bradley again, and he would tell me more about it. I saw Bradley the following Saturday, when he told me to be at Walker's public house, Regent street, at half past eight the same night, with my clothes. I went to Walker's public house as directed, when Bradley came in with several other men, and Bradley took us all down to Campbell's house. Campbell then took down our names, and told us to be at the Lime street railway station at 7 o'clock the following Sunday morning. I then asked Campbell what the wages would be, when he said I should get £6 a month and £10 bounty, and that I would have to pay him £2 out of the bounty money, and I signed a paper to that effect. We all left our clothes at Campbell's house. I went to the railway station at 7 o'clock the following Sunday morning, and saw Campbell and the other men there. Campbell paid my fare to London, where we arrived about nine the same night, and we were taken to a public house and staid the night. The next morning we were taken to a railway station and booked for Dover, arriving there about noon. At Dover we were taken on board the mail steamer, and our fares were paid by Campbell to Calais. We arrived at Calais about midnight, and we were taken to a public house and slept the night. Early in the morning I went alone to the shore to look for the steamer, and discovered that she was the confederate steamer Rappahannock, and went on board of her. I saw a friend of mine on board, who asked me if I was going in her. I said I was, and asked him where she was going. He said she was a confederate. I then came ashore, and went back to the hotel and had breakfast, and Campbell took us all down to the ship. Campbell went on board her with several of the men, and I was afterwards called on board by the carpenter, who took me to the lieutenant, who asked me what ships I had been in. I told him, and he said all right. I then went ashore, and in a short time afterwards Campbell came ashore and said to us that it was a hard job; that after bringing us there, they did not want any more men of our trade. Whilst Campbell was telling us this, the lieutenant called me on board again, and asked me if I would sign articles to serve as a deck hand at £3 12s. a month, and £10 when we got in blue water; but when I found out the service she was in I declined to go, and came ashore again, and Campbell came up to me and said there was no chance for me unless I went as a deck hand. I told him I would not, and I intended to go home again. I then asked Campbell for money to pay my fare back again, when he said he did not think he had enough for us all; but I insisted upon his getting the money, and we were taken to another hotel, and after having refreshments Campbell paid our fares to London—he coming with us. When we arrived in London we went to a public house, and afterwards to the railway station, and Campbell paid our fares to Liverpool, where we arrived on Wednesday last. On our arrival I asked Campbell who was to pay me for my lost time; when he said he would see about it, as it was a bad

job for him, but directed us to meet at Jones's office, Chapel street, Liverpool, the next day, (Thursday.) We all went to Jones's office and waited outside, when Campbell came out and said there was no one in, and that he was not quite sure whether Jones or Fraser & Co. were agents for the ship, and that if I met him on the following Saturday morning he would see what he could get for me. I declined to meet him again, and told him that he had engaged me, and I looked to him for my money, and if he did not pay me I would make him. On our way from London to Liverpool Campbell told me that this had been a very bad job for him; that he had made well out of the Alabama and Georgia, but this one was the worst he had had.

W. RAWLINSON.

Sworn at Liverpool aforesaid, this 21st day of May, 1864, before me.

JAMES THORNELY,
A Commissioner, &c., &c.

Deposition of John Davies.

I, John Davies, of No. 5 Prince's Walk, Great Howard street, Liverpool, fireman, make oath and say: On Thursday, the 12th day of May, a man named Conner called at my lodgings and asked me if I wanted a job. I said yes; do you know where I can get one? He said yes; go down to Campbell, in Regent street. The next morning I called at Campbell's house and asked him if he could give me a job. He said he could, and directed me to bring my clothes down to his house the following Saturday night. I brought my clothes as directed, when Campbell told me to be at the Lime street railway station between seven and eight the next morning. I asked him what terms I was going on, when he said £6 a month and £10 bounty, and I was to pay him £2 out of my bounty money. I brought my clothes down to the station the following Sunday morning, and saw Campbell with other men there. Campbell paid our fares to London. When we arrived he took us to a public house, where we staid the night, and on the following morning we were taken to a railway station and booked for Dover, and from there to Calais. When we arrived at Calais Campbell took us to a public house, and we staid there all night. On the Tuesday morning Campbell took us down to the beach, where the confederate steamer Rappahannock was lying, and he went on board her, leaving myself and another on the beach. In a short time Campbell came ashore again and said to us, this is a nice job; after bringing you men here you are not wanted; all the places are filled. He took us all back to a hotel and paid for drink for us, and Campbell told us we should have to wait with him, as he would have to send home for money. We waited at the hotel until night, when Campbell took us on board the mail steamer and paid our fares to London. When we arrived in London Campbell took us in cars to the railway station and left our luggage there, and after having some refreshments Campbell paid our fares to Liverpool. On our arrival we asked Campbell who was to pay us for our lost time, when he said he would see about that. Campbell engaged a cart for our luggage and gave us some drink, and we told him we would see him in the morning. We called at his house the next day, but he was out, and we went to Jones's office, Chapel street, and after waiting there

some time, Campbell told us that he had not got any money for us yet, and asked us to meet him on Saturday, which we declined doing.

his
JOHN x DAVIES.
mark.

Sworn at Liverpool, in the county of Lancaster, this 21st day of May, 1864; this affidavit having been previously read over to the deponent, and he appeared perfectly to understand the same, and made his mark thereto in my presence.

JAMES THORNELY,
A Commissioner, &c., &c.

Deposition of Matthew McMullan.

I, Matthew McMullan, of Stone street, Liverpool, in the county of Lancaster, fireman, make oath and say as follows: Last Thursday week, the 12th of May, instant, I met a person named Lyon as I was in a public house in Prussia street, in Liverpool aforesaid. He said he would get me a job, and that he was going to join a boat in France. I asked him what the wages would be. He said his wages would be £7 per month, but he did not know what mine would be. We then went together to No. 28 Regent street, being a house kept by Campbell as a boarding-house. I had a card given me with his address. There were several other persons there. We sat down and had some beer together, and a person I know since to be Campbell asked how many could we muster now, and if I had a bag. I said not then. Campbell thought I was going to remain there for the night, but I did not. On Saturday evening following, I, with others, went to Campbell's house. I saw him; he said he had made it all right, and I with the others were to be at his house Sunday morning at 8 o'clock. I and John Davies went there accordingly, and saw Campbell and several others. I went in, and a person I took to be Mrs. Campbell asked me to write my name. I did not do so, but took the pen in my hand. It was there arranged by Campbell I should go with the others to Lime street station and meet him there at half past 8 o'clock. I did so, and our fares were paid for London. We stopped that day in London, and took the train the next morning for Dover, our tickets being given us as before, and arrived there about half past 10 o'clock in the evening.

Campbell accompanied us to Dover and went to Calais with us, and appeared to take an active part in the arrangements. We went on to Calais the same evening, and arrived there about midnight, and went to a hotel and stopped there for the night. After taking breakfast I saw Campbell outside the hotel door, and he said, "Have all hands got their breakfast now?" Some one said "yes." He said there were four of us to get breakfast first. I went soon after this with others to the ship, which I have since heard was the Rappahannock. I was looking on, when Campbell by this time came up and went on board. I saw him talk to a person on board, apparently an officer, and he afterwards came on shore and said to us, "This is a fine job; after I have fetched you here there are no firemen wanted." Campbell then said he would see the captain and see about getting the money for the fares back from him. Campbell took us back to the hotel and ordered dinner for us, and then went to get our bags out of the custom-house, and took the bags of the men that went into the ship to the ship, giving the other bags back to those who did not go. I and the others who were not wanted began to talk

of how to get home. The mistress of the house where we staid said we could get a boat about half past 10 o'clock for London. Campbell paid our fares and we returned. We then wanted to stop in London, and asked him if he could make any arrangement with us, and we offered to take £1 10s. each; but he would not give it to us, only the fare from London to Liverpool, which we would not take. Campbell then finding no arrangement could be made with us, returned with us to Liverpool, paying our fares and giving us refreshment by the way. On arriving in Liverpool Campbell got all the bags in a cart, giving to Maurice O'Brien to pay the carter a five-franc piece, and two shillings as a treat. The next day I met Campbell in Regent street, who treated me with the eight others to some drink.

MATTHEW McMULLAN.

Sworn at Liverpool aforesaid, this 21st day of May, 1864, before me.

JAMES THORNELY,

A Commissioner, &c., &c.

Depositions of John McClusky and Patrick Bradley.

We, John McClusky, boarding at No. 1 Blackstone street, Liverpool, and Patrick Bradley, boarding at No. 33 Standish street, Liverpool, fireman, make oath and say:

We are both British subjects. On last Monday week we were on the Cheshire side of the water, standing beside the Georgia, looking out for a job, when a man asked us if we would like a job, and gave us a card bearing Mr. Campbell's name and address, and told us to apply there. We have since seen this man at Mr. Campbell's. That night we went to Mr. Campbell's, No. 28 Regent street, Liverpool. He asked us what we wanted of him. We said we understood that he had an order for some firemen. He told us to call again on Wednesday. We called then, but he was at the theater. We had a job on the Georgia, cleaning her up, and we did not go to Mr. Campbell's on Thursday night. He came to the Georgia on Friday, and said he had been expecting us the night before. We said we would go that night to see him. We went accordingly, and he agreed with us to give us £10 down and £6 a month. Out of the £10 we were to give him £2 for his bother. He told us to leave our bags at his house on Saturday night. We did so, and went to his house by appointment at 8 o'clock on Sunday morning. He took down our names, and we went to the railway station and started with him for London by the half past 9 o'clock train. We arrived in London in the evening, and slept there that night. He gave us refreshments and drink on the way, and we had every accommodation. We went to the station beside the bridge, to go to Dover the next morning, (Monday,) and arrived there about the middle of the day. We had a kind of a notion of where we were going. We took the packet that evening to Calais, and arrived there early on Tuesday morning. We staid at a hotel there the rest of the night. About 10 o'clock or so, we went down to one of the quays and saw a ship with the confederate flag flying. It was a steamer. Campbell and a man who was a carpenter (who said he had been out in the Georgia, and who seemed to know all about it) went on board. The carpenter had come with us from Liverpool. We heard some people on the quay speaking of the ship as the Rappahannock. We all knew at Dover where we were going, and the people at Dover knew it. The boarding-house keeper at Dover, where we had our din-

ner, said others had been before on the same errand; Campbell came back, and said that there were no places for firemen, and began to lament his case, and said what expenses there had been, and this and that. We went away then to the Dover Castle Inn, and started next night with Campbell for London, by the steamer. The carpenter and one of our chaps, a trimmer, (an Englishman, I think,) staid on board the Rappahannock. We came to London and came back to Liverpool. Campbell paid all the expenses. When we came to London we asked him to give us something for our lost time, and said if he would do so we would stay there. He offered us our train money to Liverpool, but said he could not give more, because this expedition had ruined him. The carpenter told us at Calais to go to Jones's office, 28 Chapel street, Liverpool, and state our case, and get something for our lost time if we could. We went with some others, but did not see any one but a clerk, but Mr. Jones was out. We know nothing more.

JOHN MCCLUSKY.
P. BRADLEY.

Sworn on the 21st day of May, 1864, before me.

JAMES THORNELY,
A Commissioner, &c.

Deposition of William Rawlinson.

I, William Rawlinson, of 91 New Edgar street, Liverpool, in the county of Lancaster, fireman, make oath and say as follows:

During the time I was at Mr. Campbell's house engaging to go in the steamer Rappahannock, referred to in my affidavit of the 21st instant, I saw a man there whose name, I believe, is Robert Neal; Neal is a ship-carpenter by trade, and he accompanied me and others to Calais to join the steamer, his expenses being also paid by Campbell. Neal told me at Calais that Campbell had got him the job, and that he had signed articles to serve as carpenter's mate at the rate of £14 a month. There were several other men who had gone with us to Calais, but whose names I do not know, engaged to serve on board the steamer, and we left them and Neal on board of her.

W. RAWLINSON.

Sworn at Liverpool aforesaid, this 23d day of May, 1864, before me.

JOHN YATES,
A Commissioner to Administer Oaths in Chancery in England.

Deposition of Maurice Breen.

I, Maurice Breen, of William's Place, William street, Liverpool, in the county of Lancaster, fireman, make oath and say as follows:

On Saturday, the 14th May, instant, when I was at Mr. Campbell's house, agreeing with him to join the steamer referred to in my affidavit of the 21st instant, I saw Robert Neal, a ship's carpenter, there; I again saw Neal the following Sunday morning in Campbell's house, and I afterwards saw him at the railway station. Neal came with the other men to Calais, Campbell paying all his expenses. When we arrived at the Rappahannock, Neal went on board of her with Campbell, and he was engaged to serve as carpenter's mate, and we left him on board.

Several other men who came with us are well known to me, but I can-

not remember their names. These men were all engaged by Campbell, and they signed articles to serve on the Rappahannock, and remained on board her when I left.

MAURICE BREEN.

Sworn at Liverpool aforesaid, this 23d day of May, 1864, before me.

JOHN YATES,

A Commissioner to Administer Oaths in Chancery in England.

Deposition of Matthew McMullan.

I, Matthew McMullan, of Blackstone street, Liverpool, in the county of Lancaster, fireman, make oath and say as follows:

Upon several occasions when I called at Mr. Campbell's house to engage with him to join the Rappahannock, referred to in my affidavit of the 21st of May instant, I saw a ship's carpenter there, named Robert Neal. Neal appeared to me to be lodging at Campbell's house. I again saw Neal at the railway station on the following Sunday morning, and he accompanied us to Calais, Campbell paying our expenses. When we arrived at the steamer Campbell took Neal on board with him, and Neal was engaged as carpenter's mate.

Several of the other men who came with us were engaged, and they signed articles to serve on the Rappahannock, and we left them on board of her. I saw all the men who joined the steamer at Campbell's house on the Sunday morning previous to our starting for London.

MATTHEW McMULLAN.

Sworn at Liverpool aforesaid, this 23d day of May, 1864, before me.

JOHN YATES,

A Commissioner, &c.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, May 26, 1864.

SIR: I have the honor to acknowledge the receipt of your letter of the 23d instant, inclosing copies of depositions respecting the engagement of seamen for service on board the Rappahannock; and I have to state to you that the matter shall not fail to receive the careful attention of her Majesty's government.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Mr. Seward.

No. 715.]

LEGATION OF THE UNITED STATES,

London, June 10, 1864.

SIR: In connection with my No. 707, of the 2d instant, I now transmit copies of two notes received from Lord Russell in reply to two of mine, copies of which were forwarded with that dispatch.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,

Secretary of State.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, *May 7, 1864.*

SIR: I have the honor to acknowledge the receipt of your letter of the 4th instant, inclosing copies of three more depositions relative to the part taken by Mr. Rumble in providing men for the steamer Rappahannock. These depositions, as well as those inclosed in the letter which you did me the honor to address to me on the 16th ultimo, have been referred without loss of time to the proper department of her Majesty's government.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

[For other note see same dispatch, subdivision "The Georgia," ante.]

Mr. Seward to Mr. Adams.

No. 998.]

DEPARTMENT OF STATE,
Washington, June 20, 1864.

SIR: I have received your dispatch of the 2d of June, No. 707, which is accompanied by a copy of a note which you addressed to Earl Russell on the 23d of May last, concerning enlistments for the insurgent marine service in British ports, also a copy of Earl Russell's acknowledgment of the note, and also copies of voluminous affidavits, which, on occasion of writing that paper, you submitted to her Majesty's secretary of state for foreign affairs. These papers have been submitted to the President, and I am directed to approve fully of your proceedings therein set forth, and to commend the urgency with which you have therein remonstrated against transactions as palpably unlawful as they are injurious to the United States.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Seward to Mr. Adams.

No. 1233.]

DEPARTMENT OF STATE,
Washington, January 10, 1865.

SIR: Mr. Morse, our consul at London, by a dispatch of the 23d ultimo, informs me that he has furnished you with such information as he communicated in that dispatch to me, concerning the written order issued by insurgents in Great Britain to some of the crew of the pirate Florida, to report for duty on another piratical vessel, called the Rappahannock.

I will thank you, if you have not already done so, to present to her Majesty's government such remonstrances against these proceedings as may in your judgment be expedient.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Adams to Mr. Seward.

[Extracts.]

No. 863.]

LEGATION OF THE UNITED STATES,
London, January 26, 1865.

SIR: I have to acknowledge the reception of dispatches from the department, numbered from 1222 to 1233, inclusive. * * *

In regard to the subject referred to in No. 1233, dated the 10th instant, I can only say that Mr. Morse on that day addressed to me a letter embodying the substance of the information which he sent to the department, a copy of which letter I submitted to the consideration of Lord Russell in a note dated the 14th. To this note I have not yet received any reply.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Mr. Seward.

[Extract.]

No. 879.]

LEGATION OF THE UNITED STATES,
London, February 16, 1865.

SIR: I have the honor to transmit copies of correspondence held with Lord Russell on the subject of outfits of vessels for account of the rebels.

* * * * *

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM H. SEWARD,
Secretary of State.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, January 14, 1865.

MY LORD: I have the honor to submit to your consideration a copy of a letter received from the consul of the United States at this place, furnishing information of certain proceedings believed to be conducted in violation of the neutrality of this kingdom.

I pray your lordship to accept the assurance of the highest consideration with which I have the honor to be, my lord, your lordship's most obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Mr. Adams to Earl Russell.

LEGATION OF THE UNITED STATES,
London, January 14, 1865.

MY LORD: Since dispatching my note this morning I have received further information in regard to the subject to which it relates, from the

same source. I hasten to submit to your lordship's consideration a copy of another letter from Mr. Morse, dated this morning.

I pray your lordship to accept the assurances of the highest consideration with which I have the honor to be, my lord, your lordship's most obedient servant,

CHARLES FRANCIS ADAMS.

Right Hon. EARL RUSSELL, &c., &c., &c.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, January 16, 1865.

SIR: I have the honor to acknowledge the receipt of your letters of the 14th instant, inclosing copies of two letters, dated respectively the 10th and 14th of this month, which have been addressed to you by the United States consul in London.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c., London.

Earl Russell to Mr. Adams.

FOREIGN OFFICE, January 27, 1865.

SIR: With reference to my letter of the 16th instant, I have the honor to inform you that it does not appear to her Majesty's government, from the information which you have furnished to me, or from such information as they have otherwise been able to obtain, respecting the Hawk and the City of Richmond, that either of these vessels is intended for the war service of the so-styled Confederate States, still less that there has been any illegal equipment in this country of either vessel.

With regard to the men supposed to have enlisted into the confederate service, the greater part of whom appear to have already sailed for Nassau by the City of Richmond, it seems, indeed, to be probable that they came together for some purpose connected with the war service of the Confederate States; but there is no evidence in the possession of her Majesty's government to show either that any particular persons among them, being natural born subjects of her Majesty, have enlisted in that service, or have left this country with a view to such enlistment, or that any of them, whether natural born subjects of her Majesty or not, have been induced to enlist in this country, or to go from here for the purpose of enlistment, by any particular person or persons now amenable to her Majesty's jurisdiction.

The information which her Majesty's government possesses with regard to such of these men as belonged to the Florida rather leads to the conclusion that when they arrived in this country from Bahia they, whether subjects of her Majesty or not, were already in the confederate service, and that no new enlistment or engagement in this country need be supposed in order to account for their coming together and going out to a port from whence they may be able to proceed to the Confederate States.

I have, further, the honor to state to you that when the particular facts relative to the engagement of the crew of the Florida were under the consideration of her Majesty's government on the occasion of the

presence of some of them at Liverpool, it was found that they had been engaged and shipped at Mobile, in the Confederate States, under circumstances which did not seem to her Majesty's government to justify the expectation that they could be successfully prosecuted for any offense against the foreign enlistment act. Whether the men now in question were part of the same crew, or were enlisted for the Florida at some other place and under different circumstances, does not at all appear.

Her Majesty's government are, therefore, of opinion that there is not at present any such evidence before them of a violation of the foreign enlistment act—either by the equipment or fitting out of the ships Hawk and City of Richmond, or either of them, or by the enlistment or procurement of men in this country for the confederate war service—as would justify them in taking any legal steps in the matter.

I have the honor to be, sir, your most obedient, humble servant,
RUSSELL.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Seward to Mr. Adams.

No. 1301.]

DEPARTMENT OF STATE,
Washington, March 13, 1865.

SIR: I give you for your information, and for such use as you may think proper, a copy of a communication of the 2d of January last, which Mr. ———, of London, has addressed to this department in regard to the Rappahannock, her origin, and to the proceedings of Rumble in connection with that vessel.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. ——— to Mr. Seward.

LONDON, January 2, 1865.

SIR: As every right-minded, intelligent person in this country sympathizes with the northerners in their efforts to crush the rebellion which now rages in America, I shall make no apology for addressing you on the subject, but at once assume that the expression of our sympathy, though it be the mere *ipse dixit* of one single Englishman, will find a warm-hearted reception.

Sir, those of us who are worthy of attention on the part of our American brethren have considered the origin of this war with a feeling and unprejudiced mind. We do not forget, in our estimate of the causes of the horrors and the tendency of the deplorable struggle which is now going on in America; those inspired yet tragic narratives which have emanated from the pen of a Stowe and the tongue of a Beecher, those thrilling and soul-rousing prose dramas which, having for their theme the violated laws of God in the cause of the poor slave, have caused our blood to boil, and have established in us a loathing and aversion towards the rascally southerners which no subordinate after-considerations, no policy based on expediency, nor temporary commercial dis-

treas, can cause to vacillate or subside. No, sir; I repeat, that every thinking Englishman whose sentiments and opinions are worth a moment's consideration is, heart and soul of him, a well-wisher to the North; and though he would gladly see the struggle terminated, and the fair fields of America smiling with the results of peaceful industry, he does not and cannot wish for so desirable a consummation on other than principles of Divine justice, and on the ground of liberty to the poor slave; and for this cause we have hailed with heartfelt joy the President's proclamation annulling slavery throughout the United States. That was a righteous and glorious act, no less so than the Declaration of Independence, and worthy to be held in honored remembrance. And though philosophers of a cold-blooded and time-serving school on this side of the Atlantic see in it nothing beyond the aggressive and retaliatory, and deprecate it as an unwise provocative of the South, the brave spirits who flung this firebrand into the camp of the rebels will never have cause to blush for this act of their policy. All honor to it! Freedom to the slave in the United States of America! Shame to the wretch, whether on this or the other side of the water, who will not rejoice at it.

In connexion with my subject, I will now advert to what may seem to our transatlantic brethren a scurvy and treacherous course of conduct on the part of Englishmen. I refer to the Alabama and the steam rams and the Rappahannocks which have been fitted out on these shores with hostile intentions towards the North; and here I cannot but feel the most profound indignation towards those scabby sheep among us who disgrace the name of Englishmen by originating these things; for, if these privateering vessels be regarded by the North as an exponent of the feelings of the British people generally towards them, a profound mistake must exist as to the actual facts. Those vessels, sir, are prepared and smuggled out of this country just as contraband articles are exported by "wretches" (as Dr. Johnson terms them) "who do not pay the customs." Their preparation is confined to a few, and although in some instances they are wealthy, I can speak from personal knowledge that they are of the worst class and among the most base in this country; and these speculatists have taken advantage of the state of the times to enrich themselves by methods which, as an honest man, I am sure that my countrymen would almost universally condemn. Let not America, therefore, associate the name of England with these things. Englishmen abhor such detestable treachery. Englishmen do not like pirates nor piracy. Englishmen have no notion that buccaneering is a legitimate occupation because brother Jonathan has his hands full of intestine trouble. But there are scoundrels here as well as elsewhere; there are cut-throats and bravos in England who will find means to carry out their omni-murderous and incendiary schemes in spite of the laws, and against the government of a sovereign whose expressions of regret for America no good man will doubt. These infernal blackguards are the originators of the Rappahannocks, &c., which were fabricated on our shores, and which are calculated to create so false an idea in the American mind as to the nature of English brotherhood.

In order to make good these assertions I will now give (so far as my personal knowledge and information extend) a true relation of the origin of the Rappahannock, and supply some highly important particulars which do not appear in the published accounts of this case. We are informed in the evidence recorded in the newspapers that Robert Gordon Coleman is the owner; that one Mr. Fergusson was chief engi-

meer, and one Mr. Carr was second engineer; that Fergusson, Carr, Pearson, the partner of Coleman, (and a bankrupt to the amount of some £600,000 during the past summer,) and the defendant, Rumble, were all concerned together in the common cause of enlisting engineers and stokers to serve on board; that Fergusson and Carr were evidently empowered by Pearson (whom the witnesses style "one of the owners") to hire men, and that they did so with as much authority as Pearson himself; that Rumble had told Firth (one of the witnesses) that "he should like to go his halves," meaning that he, Rumble, would like to receive half of Firth's share of the piracy which they intended to carry out in the Rappahannock; that Pearson was captain on leaving Sheerness, and that a government tug took them out from Sheerness.

Now, all this and much more, important as it undoubtedly is, is but half the tale; for neither Pearson nor Rumble had either the audacity or brains to concoct this mischievous piece of business; and, considering the notoriety in the naval service of the other half of the facts, it is somewhat astounding that nothing should have been elicited respecting them. For example, Fergusson and Carr, the engineers, though prime actors in the case, do not appear in court, either as defendants or witnesses, and they, most assuredly, ought to have appeared in one of these capacities; for neither of them was engineer of the boat before she was bought by Coleman, Pearson & Co.; they became her engineers solely by the instigation of one Mr. David Partridge, an admiralty officer, who is at the bottom of the whole job, (thinking the American state of affairs was an excellent one for enriching himself,) and who persuaded Pearson to buy the boat. He it was that sent Fergusson and Carr to Rumble, and made a cat's-paw of the latter by causing him to appear in all the salient points of the case, while he himself acted as the powerful but cautious motor of it. To him, as I said, not only these men, but W. Aylmer, another engineer, (together with several other men whose names do not appear in the evidence,) owe their connection with the scheme. In short, he is the father of it; yet Partridge, Fergusson, Carr, nor Aylmer, though the first three are principals, appear on the trial, and this is a very serious and astonishing matter. It is serious, for, as I have before said, all true Englishmen must wish to repudiate all sympathy with this vile affair, and that will not appear to brother Jonathan while a British court of justice ignores these facts. What more natural than to suppose that these men would have been brought forward on the trial? They are, as I have said, notorious participators, nay, principals, in the affair; yet, although the case is put off on the mere mention of the circumstance that Rumble's son was present at a conversation between Rumble and one of the witnesses, at Sheerness, similar facts of far greater importance, detailed in evidence respecting Fergusson and Carr, are passed over as of no import. Had these men been cited and cross-examined, the most vital facts of the case would have been elicited. Fergusson formerly kept a public house (The Royal Albert) in the town of Woolwich, in the county of Kent, and Carr works in a government dock yard there. Rumble's son is as perfectly aware that the said Partridge egged on the elder Rumble as the latter himself is; and were he questioned by the lawyers of the Crown, could fully bear out this statement. He is also aware of all the facts as to the hiring of Fergusson, Carr, Aylmer, and others; and these prime facts not only could be brought out, but ought to be, for the love of common justice as well as justice to our American brethren.

It is astonishing that Mr. O'Kelly, who gave the information respecting these doings at Sheerness, should have contented himself with the

meager piece of information which he has brought to bear on the case. He appears to have taken a too hasty survey of these doings, and finding them so gross, collected those which appeared on the surface, and laid the information; whereas, had he made a more patient observation, he would have been richly rewarded with a multitude of correlative facts (and the above among them) by which the ringleader, and all concerned as principals in this affair, would have been put on their defense; whereas, as it is, Rumble, "the mildest-mannered man" among them, is the only defendant. Now, the said Partridge, the ringleader, was frequently at Sheerness taking the lead (but cautiously) in the proceedings, and on the occasion of the Rappahannock being towed out of Sheerness by a government tug, he was in the Rappahannock directing the proceedings, (for as to Pearson acting as captain, that was done merely as a blind, Pearson being manifestly unfit for the office.) This Mr. Partridge, as I have said, directed the proceedings between Sheerness and the Nore, where, finding something which aroused his suspicions that all was not quite so safe in a legal point of view as he wished it to be, he slunk into a tug and came back, leaving the others to do the best they could. I say it is very remarkable that these and many more similar facts have escaped the knowledge of Mr. O'Kelly, considering their notoriety, and it is a matter of much regret that such is the case; for, if a full expose were made on this occasion, and the principal offenders brought to justice, it would operate as a check on others, and prevent a repetition of such offenses, which is one result that the writer aims at, and to show that these doings have no general character on the part of Englishmen, but are entirely instances of *hole and corner* work by cliques of dirty rogues.

I am, sir, your obedient servant,

Hon. WILLIAM H. SEWARD, &c., &c., &c.

Mr. Adams to Mr. Hunter.

No. 1011.]

LEGATION OF THE UNITED STATES,
London, July 13, 1865.

SIR: On the 5th instant I received notice from Captain Britton, the consul at Southampton, that the notorious steamer Rappahannock, so long confined at Calais, had suddenly made its appearance at that place in the guise of a British steamer, called the Beatrice. On learning this, I caused the information to be sent to Captain Walke, of the Sacramento, and accompanied it with a copy of Mr. Seward's published note* to Sir Frederick Bruce, of the 19th of June, as a guide to regulate his action.

On the 9th I obtained intelligence from the consul at Liverpool that the steamer had succeeded in getting to that port. Likewise that a considerable quantity of cotton had arrived in another steamer from Havana, which there was strong reason to believe belonged to the late rebel authorities at Richmond.

On the 10th Captain Walke wrote to me, making a report of his proceedings in respect to the Beatrice. It appears that he had succeeded in identifying her while on her passage from Southampton to Liverpool, but in a situation so undeniably within the limits of the British jurisdiction that he did not deem it prudent to interpose.

* For Mr. Seward's note to Sir F. Bruce see Vol. I, p. 329.

I replied to Captain Walke, approving of his caution, and at the same time advising him to be on the watch to seize the vessel, if he could be sure of her identity, should she appear anywhere on the high seas. But I did not omit to add a caution about venturing upon the exercise of any right of search in his pursuit.

Meanwhile I thought it best to send instructions to the consul at Liverpool to take the best professional advice as to the practicability of entering a preliminary proceeding against this property, under the regular forms of law. I have reason to believe that the law officers of the Crown had expressed an opinion to the government that any such property found in British ports after a certain time might be subject to claim by the United States. Yet, not finding myself vested with any express authority to go to that extent, I have preferred not to commit the government at this time further than to propose that such proceedings should be commenced as might avail to attach the property, and place it in a secure position until specific instructions could be received from Washington. The consul has apprised me that the necessary steps have been taken to obtain advice, but the result has not yet come to hand. I trust that, so far as I have gone, my action will not be disapproved.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. WILLIAM HUNTER,
Acting Secretary of State.

Mr. Seward to Mr. Adams.

[Extract.]

No. 1485.]

DEPARTMENT OF STATE,
Washington, July 25, 1865.

SIR: I am informed by a dispatch of the 5th instant, (No. 502,) from the United States consul at Liverpool, that the rebel steamer Rappahannock, *alias* the Beatrice, at last accounts, was at Southampton taking in coals, and that she was bound for Liverpool. This information he states he telegraphed to you. It appears that upon the arrival of the Rappahannock, *alias* the Beatrice, at Liverpool, there will be four insurgent vessels at that port, namely, the Rappahannock, the Sumter, the Tallahassee, and the Ajax. The consul further informs me that he has engaged a person to watch their movements.

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I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Seward to Mr. Adams.

No. 1714.]

DEPARTMENT OF STATE,
Washington, March 20, 1866.

SIR: For your information, I inclose a copy of a letter of the 17th instant, from Mr. Charles Haffner, in regard to the complicity of Mr. David Partridge, of Woolwich Steam Factory, in the Rappahannock affair. The letter sufficiently explains itself, and seems to call for no

comment from this department. I have placed it in your hands in order that you may make use of its contents, should occasion require.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

Mr. Haffner to Mr. Seward.

NAVY YARD, PORTSMOUTH, VIRGINIA,
March 17, 1866.

HONORED SIR: It is with much reluctance that I presume to trespass upon your attention, and will be as brief as possible.

From the petulant manner that the Earl of Clarendon has closed the correspondence respecting United States claims for depredations by the Alabama with Mr. Adams, I would humbly call your attention to one important item connected with the Rappahannock affair in Sheerness dock yard, which, in my humble judgment, should be urged against the English government.

It is a well-known fact, (for I traced it out myself,) that David Partridge, the assistant chief engineer of Woolwich Steam Factory, came down to Sheerness dock yard on the afternoon of the 24th of November, 1863, and steamed the Rappahannock out of Sheerness harbor, at 11 o'clock at night, as far as the Nore, and then returned in the tug that towed her out. I minutely sent this statement, with the names of the witnessing parties, to Mr. Morse, the consul in London, who had it formally sent to the admiralty solicitor at Chatham, who duly forwarded it in the depositions to the chief solicitor at the admiralty in London, but (would you believe it!) had it expunged, thus stifling a very important piece of evidence against Rumble and the dock-yard officials at Sheerness.

I hope, honored sir, you will see just cause to complain of the manner the United States was trifled with.

In a collateral point of view, I would just call your attention to another fact:

Rumble had two effective scouts in Sheerness dock yard, named Jacob Parkes and Alfred Oysten, the former a leading man in the fitting-shop, the latter a draughtsman in said department. It is matter of record, in the hands of Mr. Morse, the game that these vile men played in stultifying witnesses, &c., &c., who were to give evidence against Rumble. Well, after Rumble's acquittal, these men got promoted to higher situations, Parkes being promoted to Malta, and Oysten to a foreman's situation in Sheerness Steam Factory—doubtless as rewards for their zeal in Rumble's defense. And now, honored sir, Mr. Morse can supply you with corroborations of what I have stated to you, respecting the share that David Partridge, the assistant chief engineer of Woolwich Steam Factory, took in the Rappahannock affair, and chief admiralty solicitor at Whitehall, expunging such damaging evidence from the depositions. My only apology for thus intruding upon you is simply because I am grieved at the summary manner Earl Clarendon has disposed of Mr. Adams; and again, lest you might not have known about the case of Mr. David Partridge.

I am, honored sir, with much esteem, your humble servant,
CHARLES HAFFNER.

Hon. WILLIAM H. SEWARD.



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